

Recognized Authority  
Connellsville Coke Trade.

# Weekly The Courier

Circulates Wherever Coke  
Is Manufactured or Used.

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EIGHT PAGES.

## 1916'S COKE TRADE HAD BIGGEST TONNAGE IN HISTORY

OUTPUT WAS 21,654,502 TONS,  
VALUED AT \$55,768,615 OVENS

Statistics of the Connellsville  
Coke Trade for the Year 1916.

AVERAGE VALUE ESTIMATED AT  
\$2.58 PER NET TON AT OVENS

Being 20% Greater in Volume and 70% Greater in Value  
Than in 1915, and Only 6% Below 1913's Record  
A Remarkable Period in the Industry.

The Connellsville coke region marked during the year 1916 a record as of coke having an aggregate value of \$55,768,615, being estimated at \$2.58 per net ton at the ovens. Compared with 1915 the coke trade of the year was 20% greater in volume and 70% greater in value of product. It was the biggest year in the history of the region in point of tonnage shipped exceeding the banner year of 1913 by 1,556,600 tons or about 8%.

The value of the product of the year was \$55,768,615, or a little over \$2.58 per net ton, but it was \$1,045,540 more than the gross revenue of 1915 when the average price was \$2.39.

The year 1916 was in a number of respects one of the most remarkable in the history of the Connellsville region. It was marked by well sustained demand and prices during the greater part of the year and by abnormal demand and exceptional prices in its closing months. More unusual and extraordinary trade conditions were met as the year progressed than have confronted the operators in all their previous experience.

It has been the common lot of the coke operator to have troubles. Car troubles, labor troubles, price troubles and then just plain assortments of troubles. Fate has hitherto dealt kindly with him, though, and sent troubles one at a time until 1916 when they began to come as twins, triplets and sometimes in small families.

In January it was cold weather, car shortages and embargoes. Later short labor supply succeeded to the embargo troubles while a certain fear and dread of the by-product oven kept hanging ominously overhead.

With all its faults the coke operator will love 1916 still. The by-product bugaboo left its frightful mien; the region re-discovered itself through the development of a good coal business; the sky-rocking prices of spot coke set a new basis for contracts, and at no time did operators have to go out in the highways and byways of the market to pick up enough orders at the buyer's price to keep their plants running.

The following tabulated statement gives a comprehensive view of the coke trade for the past 36 years, during the whole period of its importance as an industry. It shows the number of ovens in commission at the close of each year, the annual output, the average price and the gross value of the output, as compiled and published annually by The Courier.

Year	Ovens	Shipped	Revenue
1880	1,211	2,058,945	\$3,728,842
1881	1,228	2,528,000	\$4,301,573
1882	1,232	2,642,000	\$4,725,248
1883	1,278	3,522,400	\$6,140,728
1884	1,283	3,192,000	\$5,607,073
1885	1,342	3,808,000	\$6,721,848
1886	1,352	4,180,200	\$7,501,088
1887	1,378	4,186,000	\$7,437,663
1888	1,458	5,330,200	\$9,271,852
1889	1,502	5,398,200	\$9,516,448
1890	1,578	6,166,000	\$10,954,593
1891	1,706	7,166,000	\$12,805,493
1892	1,756	8,222,400	\$14,954,407
1893	1,838	10,122,000	\$18,588,848
1894	1,834	10,542,000	\$19,440,553
1895	1,947	12,342,000	\$22,146,653
1896	1,838	10,122,000	\$18,588,848
1897	1,828	9,912,000	\$18,088,848
1898	1,843	9,180,000	\$16,113,173
1899	1,848	9,612,000	\$17,140,848
1900	1,858	10,162,000	\$18,448,848
1901	1,913	12,508,000	\$22,589,400
1902	1,938	13,138,000	\$24,508,848
1903	1,993	15,242,000	\$28,032,500
1904	2,038	17,422,000	\$32,146,000
1905	2,078	19,522,000	\$36,588,848
1906	2,123	21,622,000	\$40,032,500
1907	2,173	23,722,000	\$44,476,000
1908	2,223	25,822,000	\$48,919,500
1909	2,273	27,922,000	\$53,363,000
1910	2,323	30,022,000	\$57,806,500
1911	2,373	32,122,000	\$62,250,000
1912	2,423	34,222,000	\$66,693,500
1913	2,473	36,322,000	\$71,137,000
1914	2,523	38,422,000	\$75,580,500
1915	2,573	40,522,000	\$80,024,000
1916	2,623	42,622,000	\$84,467,500

The production of the Connellsville and Lower Connellsville regions in short tons by quarters during 1916 was as follows:

Quar.	Conn.	L. Conn.	Total
1st	3,049,954	2,637,136	5,687,090
2nd	3,087,024	2,637,051	5,724,075
3rd	3,123,561	2,637,125	5,760,686
4th	3,160,134	2,637,125	5,797,259
Total	12,422,674	10,542,437	22,965,111

Production and Shipments of Both Regions by Weeks

		Production				Output			
		MERCHANT		FURNACE		TOTAL		SHIPMENTS	
1916	Week Ending	Active Ovens	Per Ct. of Tot.	Production Tons	Active Ovens	Per Ct. of Tot.	Production Tons	Cars	Tons
Jan.	1	13,580	84.5	26,728	19,336	84.4	26,568	1,524	57,292
Jan.	8	13,456	83.6	17,674	19,336	84.4	251,294	14,922	421,644
Jan.	15	13,678	85.0	17,927	19,336	84.4	148,594	12,220	470,189
Jan.	22	13,695	85.1	158,292	19,458	84.9	242,514	10,617	382,144
Jan.	29	12,636	81.6	10,840	20,058	87.5	255,572	12,229	420,588
Feb.	5	13,701	85.1	181,695	20,184	88.9	251,487	13,655	420,686
Feb.	12	13,796	85.8	17,528	20,288	88.3	263,781	14,130	434,190
Feb.	19	13,903	86.5	158,185	20,334	88.6	259,802	12,287	429,456
Feb.	26	14,030	87.3	180,070	20,334	88.6	265,190	12,794	437,828
Mar.	4	14,084	87.4	180,242	20,402	88.9	244,842	12,227	438,058
Mar.	11	14,091	87.5	158,900	20,446	89.1	268,001	12,817	462,244
Mar.	18	14,041	87.4	179,881	20,452	89.0	252,808	13,339	429,768
Mar.	25	14,057	87.5	189,276	20,452	89.0	270,192	12,991	456,237
Apr.	1	14,179	88.0	201,191	20,527	90.7	257,804	13,216	478,923
Apr.	8	14,200	88.2	197,207	20,498	90.3	258,157	12,834	465,475
Apr.	15	14,221	88.3	192,317	20,658	90.0	270,703	12,508	454,355
Apr.	22	14,238	88.3	184,650	20,738	90.3	248,220	12,453	452,977
Apr.	29	14,230	88.2	150,870	20,733	90.2	245,430	10,700	409,262
May	6	14,232	88.3	162,200	20,831	91.6	249,000	11,250	410,423
May	13	14,199	88.8	177,040	20,619	91.3	253,838	11,475	410,077
May	20	14,207	88.8	174,600	20,534	91.4	258,841	12,004	434,190
May	27	14,199	88.8	178,457	20,588	91.1	258,355	12,453	437,091
June	3	13,981	87.4	172,311	20,560	90.8	259,361	13,187	451,235
June	10	13,811	86.1	151,528	20,461	90.6	245,190	12,551	438,937
June	17	13,842	86.1	181,508	20,189	89.7	251,238	12,205	432,620
June	24	13,394	83.8	177,175	20,082	88.9	246,265	11,820	420,700
July	1	13,359	83.5	171,860	20,082	88.9	251,709	12,246	427,016
July	8	13,497	84.5	147,100	20,114	89.1	242,430	10,076	369,530
July	15	13,447	83.5	169,520	20,047	87.9	248,496	13,449	418,071
July	22	13,533	84.7	169,190	19,710	86.4	241,390	11,494	412,021
July	29	13,404	82.2	151,928	19,650	86.1	245,117	11,755	417,897
Aug.	5	13,404	82.2	158,800	19,650	86.1	245,117	10,960	394,047
Aug.	12	13,424	82.3	162,450	19,630	86.1	240,530	11,134	401,577
Aug.	19	13,424	82.3	162,450	19,630	86.1	240,530	11,134	401,577
Aug.	26	13,424	82.3	162,450	19,630	86.1	240,530	11,134	401,577
Sept.	2	13,299	85.0	162,220	19,482	85.4	238,890	10,110	384,377
Sept.	9	13,162	84.0	150,819	19,480	85.1	233,556	9,874	374,377
Sept.	16	13,190	84.5	151,928	19,555	85.7	238,599	11,065	390,307
Sept.	23	13,122	84.5	150,600	19,544	85.6	235,000	11,748	418,428
Sept.	30	13,203	84.6	150,516	19,641	86.1	241,849	11,883	421,396
Oct.	7	13,092	83.9	164,573	19,643	86.1	251,558	11,475	410,077
Oct.	14	13,208	84.6	159,264	19,809	86.3	245,542	11,607	406,656
Oct.	21	13,197	84.5	157,460	19,800	86.8	246,536	11,362	397,600
Oct.	28	13,222	84.8	171,357	20,013	87.7	258,974	11,201	417,862
Nov.	4	13,218	84.5	158,836	20,013	87.7	258,974	11,201	417,862
Nov.	11	13,494	86.7	169,787	20,157	88.3	260,726	11,486	405,973
Nov.	18	13,512	86.7	151,780	20,157	88.3	245,919	10,430	378,589
Nov.	25	13,537	86.8	155,375	20,157	88.3	252,304	11,345	401,231
Dec.	2	13,553	87.0	160,599	20,208	88.6	258,778	11,656	412,410
Dec.	9	13,821	88.5	163,962	20,208	88.6	260,902	12,190	430,053
Dec.	16	13,729	88.0	168,738	20,208	88.6	256,703	12,751	452,293
Dec.	23	13,743	88.1	168,738	20,208	88.6	256,703	12,751	452,293
Dec.	30	13,746	88.1	168,738	20,208	88.6	256,703	12,751	452,293
Totals				8,729,023			15,032,582	21,761,606	605,878

Merchant and Furnace Production of Both Regions by Months

1916	Furnace	Merchant	Total Tons	Cyflife Region	Lower Regions	Both Regions
January	1,076,161	752,242	1,828,404	976,477	852,937	1,829,404
February	1,058,378	727,577	1,785,955	961,433	829,612	1,813,956
March	1,197,594	845,881	2,043,475	1,089,134	954,641	2,043,775
April	1,094,128	767,475	1,861,603	1,009,161	852,442	1,861,603
May	1,160,611	778,451	1,939,062	1,073,193	865,574	1,939,062
June	1,083,212	742,203	1,825,415	1,014,839	821,935	1,825,415
July	1,081,317	712,856	1,794,173	947,305	796,366	1,794,173
August	1,075,461	728,561	1,804,022	956,812	817,790	1,804,022
September	1,045,943	687,415	1,733,358	933,759	764,738	1,728,488
October	1,073,853	706,500	1,780,353	922,560	792,893	1,785,453
November	1,098,556	680,838	1,779,394	1,005,318	774,236	1,779,754
December	1,001,475	604,442	1,605,917	959,806	685,111	1,605,917
Total	13,032,582	8,729,023	21,761,605	17,791,066	9,807,966	27,611,605

Shipments of Connellsville Region by Months in Cars and Tons

1918	CARS				TONS			
Month	Pgh.	West	East	Total	Pgh.	West	East	Total
January	14,326	13,728	3,306	28,360	503,068	376,867	103,748	988,683
February	14,460	10,628	2,515	28,533	496,868	356,481	115,618	971,962
March	16,827	15,624	3,914	32,165	588,657	397,450	128,249	1,094,357
April	14,719	11,005	2,635	29,360	525,994	394,226	119,467	1,038,687
May	15,346	12,778	3,698	31,822	546,305	449,775	116,927	1,114,007
June	15,730	10,950	2,419	29,100	537,388	387,286	111,193	1,052,872
July	14,591	10,582	3,110	28,283	517,990	374,923	101,116	994,029
August	14,866	11,178	3,094	29,138	528,065	403,763	104,269	1,036,027
September	15,318	10,600	2,968	28,886	535,561	377,512	96,158	1,019,231
October	14,910	10,820	3,129	28,859	512,376	377,848	110,165	1,005,389
November	14,402	11,205	4,082	29,690	506,456	393,224	134,489	1,034,169
December	12,164	10,655	2,754	25,573	460,559	389,844	120,917	950,720
Totals	178,449	132,343	41,734	352,526	6,272,316	4,657,689	1,367,316	12,297,321

## CHRISTMAS SLUMP WORSE BEFORE THAN AFTER THE HOLIDAY

Two Idle Days in Succession  
Help Out a Little on  
Car Supply.

### SHIPMENTS GAIN SLIGHTLY

Operators Beginning to Fear They Will  
Not Have Men Enough to Load Cars  
in Case They Should Suddenly Be-  
come Profitable; Coal Shipments Low

The slump in coke during the two  
weeks preceding Christmas was so  
sharp and pronounced that the reces-  
sion following that holiday was less  
violent than had been expected. The  
day was observed throughout the re-  
gion and at a number of them, espe-  
cially the smaller plants, a second day  
was required to fittingly conclude the  
festivities.

The two holidays of Sunday and  
Christmas coming in succession were  
not an unmitigated blessing as oppor-  
tunity was given to accumulate a bet-  
ter supply of cars than has been avail-  
able for the first working day of the  
week for some time past. During later  
days in the week there was a sharp  
decline in the number of cars avail-  
able, as well as continued sluggishness  
of movement. For the week the car  
supply averaged between 55 and 70%.  
Practically the service was about as  
during the preceding week but with  
the advantage given by the two days  
of accumulation of empties at the be-  
ginning of the week. Shipments made a  
very slight gain about 3,000 tons, but  
production recorded a loss of 2,000  
tons.

Coke car supply this week began  
with 60% distribution on one road and  
75% on another which has been fairly  
well maintained thus far. Coal car  
supply averaged 50 to 60% last week  
but has taken a decided advance this  
week, running one Monday 75 to 80%  
on one road and holding to 60% on  
another.

The coke operators are becoming  
very apprehensive just now that in  
event of a return to anything like nor-  
mal in car supply they would be placed  
in the predicament of not being able  
to load them. The irregularity in car  
supply causing coke workers to lose  
considerable time many of them have  
sought and are seeking employment  
in other lines of work.

The estimated coke production for  
the week ending Saturday, December  
30th aggregated 331,911 tons, of which  
the merchant ovens made 119,629 tons,  
a loss of 2,037 tons from the previous  
week. The Connellsville region pro-  
duced 133,615 tons and the Lower  
Connellsville region 133,296 tons.

Coal shipments for the week dropped  
to 180,000 tons, a loss of 37,000 tons  
from the previous week. The combined  
tonnage of coal coke, reduced to coke  
basis was 445,000 tons, a loss of 29,000  
tons.

Shipments for the week ending  
Saturday, December 30th, aggregated  
9,338 cars carrying 325,976 tons, con-  
signed as follows:

Destinations	Cars	Tons
Pittsburgh District	3,270	114,352
West of Pittsburgh	4,407	163,735
East of Connellsville	1,261	47,889

### B. & O. COAL TRAFFIC

For November Showed an Improve-  
ment Over That for October.

The November coal tonnage of the  
Baltimore & Ohio Railroad shows an  
increase, following decrease in October  
as compared with corresponding  
month of last year, and it is expected  
that the 4,000 new coal cars recently  
purchased will enable the company to  
handle a steadily increasing tonnage  
from now on.

Good results are anticipated also  
from the new coal pier at Curtis Bay,  
Baltimore, which represents an invest-  
ment of \$2,000,000. This will load one  
of the largest colliers in three hours,  
and thus much reduce the standing  
time of cars sent down to accumulate  
tonnage for loading.

### New West Va. Coal Company.

The Batelle Coal Company, owner of  
300 acres of Pittsburgh coal in the  
Batelle district, Monongalia county,  
W. Va., has been incorporated with a  
capital of \$120,000 by John W. Fleming  
and associates of Fairmont.

## OPENING ALASKA'S BIG COAL FIELDS

One-third of the Government's Rail-  
road is Now Completed; Will Be  
466 Miles When Finished.

The new government Alaskan rail-  
road, which is to link up Seward, at  
the head of Resurrection bay, with  
Fairbanks, 466 miles in the interior, is  
nearly one-third completed, according  
to announcement from Washington,  
D. C.

After less than 15 months of actual  
construction work, the link connecting  
the townsite of Anchorage, on Knik  
arm, with the edge of the Matanuska  
coal fields, is in actual operation.

In addition the government has pur-  
chased and rehabilitated the Alaska  
Northern railroad, running out of Se-  
ward northward, and is now operating  
trains over this section as far as Kern  
creek, 71 miles.

August 1, 1916, the first carload of  
coal from the rich Matanuska coal  
fields was taken out at Doherty's  
bunker on Moose creek and shipped  
down the line to Anchorage. The Alas-  
ka railroad commission has contracted  
with Doherty for as much coal as he  
can produce.

By next summer the Matanuska  
spur will be ready to haul out all the  
coal leases of mines in this field de-  
sire to ship.

Secretary of the Interior Lane now  
has before him applications for leases  
in this coal field, and it is expected  
leases will be signed this year. Next  
spring, therefore, the opening of the  
Alaskan coal resources to public use  
will have become an accomplished fact.

Ever since 1906, when all coal lands  
in Alaska were withdrawn from entry  
to save them from monopolization by  
the Guggenheim syndicate, develop-  
ment has been held up pending some  
solution of the question.

In 1914 Congress passed and Presi-  
dent Wilson signed the Alaskan gov-  
ernment railroad act. This was fol-  
lowed by the Alaska coal leasing act,  
recommended by Secretary Lane.

March 12, 1914, the first appropriation  
of \$1,000,000 became available for  
surveys of the government road. In  
May, 1914, President Wilson appointed  
the Alaska engineering commission, to  
act under Secretary Lane in building  
the road.

## J. V. THOMPSON'S TRIAL CONTINUED

Federal Judge Grant Motion to Refer  
Action Against Uniontown Man  
Until Next May.

Judges Orr and Thompson of the  
United States District Court, sitting  
in Pittsburgh this morning, granted a  
motion for the continuance of hear-  
ings in criminal cases against J. V.  
Thompson of Uniontown, from Janu-  
ary 3 to the May term of court. At-  
torney R. E. Umbel and W. C. McKean  
presented the motion on the grounds  
that Mr. Thompson's time and atten-  
tion had been devoted to the working  
out of the affairs of the creditors' pro-  
tective committee to such an extent  
that he had been unable to prepare for  
the criminal cases. A. F. Cooper pre-  
sented a similar petition upon behalf  
of the creditors' committee.

United States District Attorney E.  
Lowry Humes opposed the continu-  
ance, but his objections were over-  
ruled.

### P. R. R. TONNAGE HEAVY

Coal and Coke Movement for 10  
Months Show Gains Over 1915.

The Pennsylvania Railroad Com-  
pany's lines east of Pittsburgh and Erie,  
Pa., carried during the 10 months of  
the current calendar year from Janu-  
ary 1 to October 31, 10,496,441 tons of  
bituminous coal, increases as com-  
pared with the same period of last  
year 4,537,498 tons; 9,985,556 tons of  
anthracite coal, increase 1,307,227  
tons, and 12,053,243 tons of coke, in-  
crease of 2,450,887 tons; total tonnage  
62,536,250 tons, increase 8,345,612 tons.  
During October the bituminous coal  
carried was 331,325 tons less than  
October, 1915, the total being 3,973,141  
tons, and there was also a small fall-  
ing off in the amount of coke carried,  
all of which may have been due to car  
shortages.

### For River Loading.

The Fredericktown Coal & Coke  
Company has commenced work on the  
construction of a new tippie to pro-  
vide for shipments by river.

### Furnace Reconstructed.

The Wellston Furnace Company has  
completed reconstruction of its No. 1  
stack at Wellston, O.

## The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, Dec. 30, 1916.

Total Ovens	In Blast	Name of Works.	Name of Operators.	P. O. Address.
MERCHANT OVENS.				
178	160	Acme	W J Rainey	New York
80	80	Acme	Fenn Coke Co	Uniontown
123	123	Betty	Acme Coke Co	Greensburg
120	80	Boyer	ML Pleasant Coke Co	Greensburg
80	80	Brush Run	Brush Run Coke Company	ML Pleasant
120	120	Carroll	Carroll-CConnellsville Coke Co	Pittsburgh
150	150	Clare	Clare Coke Co	Greensburg
40	40	Dexter	Connellsville Coke Co	Uniontown
80	80	Edison No. 1	Whely Coke Co	Uniontown
100	100	Edison No. 2	Whely Coke Co	Uniontown
120	120	Edison No. 3	Whely Coke Co	Uniontown
100	100	Edison No. 4	Whely Coke Co	Uniontown
101	101	Edison No. 5	Whely Coke Co	Uniontown
113	113	Edison No. 6	Whely Coke Co	Uniontown
146	146	Hampshire	Hampshire Coke Co	Pittsburgh
120	120	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
146	146	Johnston	Johnston Coke Co	Uniontown
113	113	Johnston	Johnston Coke Co	Uniontown
38	38	Johnston	Johnston Coke Co	Uniontown
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Entered as second-class matter at the  
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Postoffice at Conneltsville, Pa.,  
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J. M. SNYDER,  
Postmaster.  
J. M. SNYDER,  
Postmaster.  
J. M. SNYDER,  
Postmaster.

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insertion, and five cents per line  
for each additional insertion.

THURSDAY MORNING, JAN. 4, 1917.

### RATE REDUCTION CONFIRMED.

The Conneltsville coke region can  
take pardonable pride in its New  
Year's gift.

The voluntary reduction made by  
the Pennsylvania Railroad Company  
of 15 cents per ton in rates on coal  
from the Conneltsville region to east-  
ern destinations, announced late in  
November, has been confirmed by the  
Interstate Commerce Commission and  
by order of that body the removal of  
the differential became effective Janu-  
ary 1st.

The coal operators of the Clearfield  
district, which has hitherto enjoyed a  
differential of 40 cents against the  
Connellsville region, had protested  
against the reduction proposed by the  
Pennsylvania railroad and filed a  
complaint with the Interstate Com-  
merce Commission requesting sus-  
pension of the revised rates. The na-  
tional regulatory body declined to  
grant the petition.

The confirmation of the reduction in  
rates now places the Conneltsville re-  
gion in the position of being able to  
compete with the Fairmont and neigh-  
boring districts for eastern coal busi-  
ness. It marks the partial winning of  
the fight conducted by the Connelts-  
ville Coal Tariff Association for more  
equitable rates to the coal consuming  
markets. While it determines this  
question only in so far as eastern  
rates are concerned, the precedent in  
this most recent decision gives ground  
for the hope that rates to western  
points will be adjusted on the same  
equitable basis.

The Pennsylvania railroad, by its  
voluntary reduction in the eastern  
rates, has shown its appreciation of  
the merits of the Conneltsville Coal  
Tariff Association's contention no less  
than it has exhibited wise foresight  
by its removal of the unjust discrimi-  
nation against the Conneltsville re-  
gion.

### FOR ALL, NOT ONE.

Certain persons, who have never  
shown great willingness to take step  
with the majority in wishing well to  
every effort of J. V. Thompson person-  
ally and the J. V. Thompson Creditors'  
Committee impersonally, in their  
efforts to bring about a complete re-  
habilitation of his affairs and the mat-  
terial salvation of the greater part of  
Fayette and Greene counties, are dis-  
posed to speak disparagingly of what  
is being done in that direction.

The recent purchase by President  
J. A. Campbell, of the Youngstown  
Steel & Tube Company, of 860 acres of  
coal land in Cumberland township,  
Greene county, has been the occasion  
for the expression of opinion of this  
character. "Because President Camp-  
bell is also a member of the Creditors'  
Committee, the conclusion is jumped  
at by the critics that this organiza-  
tion is making an effort to boost coal  
sales and prices by having its members  
themselves become purchasers."

So far as information is available  
the coal included in the recent sale  
was not a part of the Thompson hold-  
ings but was purchased from the origi-  
nal holders who had never sold to  
Thompson or anyone else. The acre-  
age was leased by the purchaser to  
round out his holdings in the field  
where it is planned development will  
soon begin. The terms and price were  
satisfactory to both parties and the  
deal was closed. That seems to be  
about all there was to the transaction.

It is stated that Mr. Thompson as-  
sisted in the negotiations, doing so in  
the same spirit of helpfulness that the  
members of the Creditors' Committee  
have themselves shown in furthering  
the objects of their organization. In  
the things already accomplished Mr.  
Thompson has taken a large part and  
his criticism can be justly directed  
against him. The Creditors' Commit-  
tee has not been idle and it has ac-  
complished enough that there is no  
necessity at this or other time to di-  
rect attention to its own activities.

The Creditors' Committee simply  
represents in organized and legal form  
that spirit and temper which should  
be manifested by every person who is  
interested in conserving the business  
resources of a large section of country  
and of many people whose interests  
are interdependent—not in the sense  
of rescuing an individual for his own  
advantage or gain, but in the bigger  
and broader sense of performing a  
useful public service for all.

### A MERE COINCIDENCE.

It is a mere coincidence, of course,  
that of the 12 federal farm loan banks  
11 are to be located in the Solid South  
and west of the Mississippi river. Only  
one is placed east of that stream and  
north of the Mason & Dixon line.

Farming has presumably become a  
lost art in those great states of the  
central west and the east where the  
Democrats lost the electoral vote.

The more the belligerents talk peace  
the better it sounds to these

### FARMERS AND COMPENSATION.

Chairman Mackey of the State Com-  
pensation Board, in his recent ad-  
dress to the State Grange suggested  
that the farmers go on record as fa-  
voring an amendment of the Compensa-  
tion Act to place farmers under its  
provisions. While the Grange took no  
official action, the suggestion is receiv-  
ing thoughtful consideration by those  
farmers who give attention to ques-  
tions affecting the industry and its  
needs.

Farmers have never been blind to  
the fact that as a class they were ex-  
empted from the provisions of the  
Compensation Act simply because  
some of the advocates of the law were  
afraid of the farmer vote. Some of  
the farmers were flattered by this at-  
titude of the lawmakers, others have  
attached no more importance to this  
display of political weakness than it  
deserves.

The impression the public formed of  
the law from its very inception was  
that it was to provide a fixed and cer-  
tain measure of compensation for in-  
juries sustained during employment in  
the industrial occupations, and with-  
out the necessity of resort to litigation.  
By the judgment of the public's  
standard a laborer on a farm is no  
less an employee than is a workman  
in a steel mill or a coal mine, hence  
there was some disposition to consid-  
er the exemption of farmers from the  
provisions of the law as little short of  
a discrimination in their favor and  
against the large employers of labor.  
There was an element among the  
farmers which considered this exemp-  
tion as recognition of a natural right  
belonging to the class, but there were  
others who held to the view that  
farmers ought to be just as willing as  
other employers to assume the obli-  
gations involved by the same relation  
to men in their employ.

The broad underlying principles of  
compensation have been generally ac-  
cepted by all classes as giving legal  
recognition to the fact that society as  
a whole has certain obligations to its  
individual members. The enactment  
of compensation laws has been in re-  
sponse to the demands of an en-  
lightened public sentiment. Except in  
rare instances employers have inter-  
posed serious objection to or have  
contemptuously refused to accept the  
law as means of affording relief from  
conditions which, under the common  
law and the industry of a certain class  
of attorneys, were becoming burden-  
some.

There may be some doubt that the  
extension of compensation law to  
farmers would solve the problem of  
keeping labor on the farm, through  
insuring them compensation in case of  
injury. The tendency would probably  
be in that direction especially because  
other lines of employment much more  
remunerative and operating under the  
provisions of the law, have drawn so  
heavily upon the farms in recruiting  
working forces. This is a less im-  
portant consideration, however, than  
the one involving the farmer's obli-  
gation, jointly with other employers  
of labor, in assuming his full and  
proper relation to his employees.

### THE GARBAGE QUESTION.

The garbage question is due for a  
reopening. The present contractor  
having declined to renew his contract  
for another year the city council is  
confronted with the task of making  
some other arrangement. With the  
experience of the past year as a guide  
the body ought to be able to work out  
a plan that will more satisfactorily  
serve the purpose.

That the collection of garbage in  
Connellsville has never been a suc-  
cess from either a business or salu-  
tary point of view is generally admit-  
ted. Why it has not is due to a num-  
ber of reasons the chiefest of which  
is the inherent faults of the system  
which has been in vogue. In this par-  
ticular Connellsville has had about the  
same kind of an experience as other  
cities of equal size and larger have  
had with the contract plan of collec-  
tion.

Briefly stated this experience has  
been that until the cities make the  
collection of garbage a municipal  
function, like street cleaning, and di-  
vide the territory into districts to be  
covered frequently and with regularity  
and thoroughness; place the whole  
system under competent supervision  
and back up the whole work by the  
rigid enforcement of garbage ordi-  
nances, more or less confusion has ex-  
isted.

Like Connellsville a number of cit-  
ies are still striving to reach a solu-  
tion of the problem. In Johnstown,  
where a corporation owns and oper-  
ates the reduction plant and receives  
the garbage delivered to it, the collec-  
tions are made under a contract sys-  
tem which is separate from a collec-  
tion of rubbish, ashes and other refuse  
material. This method has proven so  
inadequate that the municipal control  
of the collection is being strongly  
urged in its stead. On this matter the  
Johnstown Leader says:

Johnstown has a garbage ordinance,  
very stringent on paper. It is not en-  
forced. It cannot be enforced until  
another link in the chain is provided.  
That link is a thorough system of  
garbage collection. Such a system, in  
order to avoid duplications in hauling,  
in incineration and in cost, must in-  
clude the collection and disposal of  
rubbish, ashes and manure by the  
same persons who are responsible for  
the hauling of the garbage. The city  
can do its collecting and hauling by  
its own teams and labor, or it can let  
a contract for the job to one or more  
persons. In case there is more than  
one contract collector each should have  
a defined district, or a distinctly  
separate part of the work. In any  
event the contract collector should be  
under general tax funds, and the city  
should retain the power and authority to  
enforce regulations upon the householders  
and the collector.

There are suggestions on which there  
is general agreement. It is believed  
that the present tax system is costing  
much more for poor service than much  
better service would cost. The loss  
comes in many ways, but is made up  
out of the pockets of all a good  
garbage system is therefore a high  
proposition. From more standpoints  
than that of sanitation. The business  
men of Johnstown and the city officials  
seem in accord on this.

The question is whether the people  
of Johnstown wish to continue the  
present inadequate system, which costs  
them excessively by direct payment or  
whether they prefer to make a slight  
addition to the annual cost of city gov-  
ernment and save money.

The situation in Connellsville is  
somewhat different because of the

municipal ownership of the garbage  
plant. In working out a plan for the  
coming year it might be advisable to  
inquire into the possibilities of leasing  
the plant to responsible persons  
who are experienced in garbage re-  
duction, the city delivering the gar-  
bage at the plant. The proposition to  
allow individuals to operate the plant  
in exchange for the collection fran-  
chise may not appeal to taxpayers as  
desirable. They would be obliged to  
pay a direct monthly tax for the col-  
lection service as well as a saving to  
provide through taxation for the pay-  
ment of interest upon the city's non-  
income yielding investment in the gar-  
bage plant.

Connellsville has experienced  
some of the worst of collection without ar-  
riving anywhere. Based upon its own  
experience, and that of other cities  
which have adopted the municipal col-  
lection plan, it does seem that much  
can be gained by adopting that  
method. Perhaps not so much in sav-  
ing in the aggregate cost of the ser-  
vice—which should be much less than  
under the contract plan—but the  
greater gain would be from a better,  
more regular and more thorough col-  
lection.

Under all the circumstances it might  
be worth while to make the further  
experiment of a year's trial of muni-  
cipal collection, delivering to the fran-  
chise holder for reduction under a lease  
of that property to experienced peo-  
ple. By establishing collections on a  
well worked out system, closely su-  
pervised in its operation and support-  
ed by a firm enforcement of ordi-  
nances, we ought to get farther along  
on the road to a sanitary and business-  
like handling of garbage than we have  
done heretofore.

### NEXT COUNTY INSTITUTE.

"Connellsville," says the Belle Ver-  
non Enterprise, "scores the Uniontown  
merchants regularly once a year. That  
is when the county institute meets.  
That Connellsville is on the same  
plane, and all they do is to make a  
strong plea or bid for the affair. This  
year they offered the big theatre free  
and a big bonus besides. In the coun-  
ty seat now institute tickets are given  
away because they cannot be sold, and  
the merchants and hotels pocket about  
\$20,000. Not much wonder they want  
to hold on to the institute."

It was with no desire to cause af-  
flict to our timid and modest sister  
city on the south, as our contemporary  
seems to believe, that Connellsville  
suggested the desirability of holding  
the County Institute here next year.  
Our enterprising, public spirited citi-  
zens who have fostered this movement,  
were prompted by no consideration of  
motives other than that a sense of fair-  
ness justly entitles the First City of  
Fayette to the privilege and honor of  
entertaining the county's teachers at  
their next annual gathering.

As the converging center of four  
great lines of railroad and the hub to  
the West Penn. trolley system, Con-  
nellsville provides means of ingress  
and egress which will enable teachers  
in the remotest districts reaching the  
institute with ease, comfort and dis-  
patch. Our hotel facilities invite the  
return of every wayfarer who has so-  
journed in our midst, and they can  
enter no less satisfactorily to the  
creature comforts of the teachers who  
may be with us for a week. In our  
theaters, armory and Carnegie Library  
we have commodious, well lighted and  
heated places of meeting which are  
ideal for gatherings of this sort. A  
session of the teachers in our city  
would profit and delight them and give  
our own people an opportunity to show  
how cordially they welcome strangers  
within our gates.

We are not selfish in our desire to  
have Connellsville made the perma-  
nent meeting place of the institute,  
but are willing that Brownsville and  
Uniontown shall in turn share this  
privilege. After one such swing around  
the circle, Connellsville believes the  
teachers themselves would not hesi-  
tate to name the next meeting place,  
and without reflection on either  
Brownsville or Uniontown, they would  
select Connellsville in just recognition  
of its merits and advantages as a con-  
vention city.

### ONLY BEGIN TO PAY.

Several of the long established  
economic laws do not seem to be  
operating according to schedule. This  
is especially true of conditions which  
have operated to continuously advance  
prices of commodities of all kinds dur-  
ing the War. Property. While the  
law of supply and demand is always  
more or less immutable, it too has been  
subject to some modification in the  
matter of price advances.

One influence upon the advancing  
tendency in prices has not received  
very much consideration. In the early  
stages of the boom that followed short-  
ly after the outbreak of the war in  
Europe, many concerns that had  
entered into contracts to deliver  
their products found the prices of raw  
materials advancing so rapidly that  
they were obliged to fill their con-  
tracts at a loss. In making subsequent  
contracts they made liberal allowances  
for further advances which were antici-  
pated and charged prices which were  
not justified by the costs then obtain-  
ing.

Parties with whom these contracts  
were made pursued the same course  
until the anticipation of further ad-  
vances became a sort of endless chain.  
Each person who made an agreement  
for future delivery added to his esti-  
mate not merely the known increased  
cost but all the possible or anticipated  
increased cost, as a protection against  
possible loss.

This plan seems to have been nec-  
essary as a measure of defense and to  
the extent those who employed it are  
not altogether to blame. It was simply  
an incident to the unusual situation  
which in sum and substance is that  
our prosperity is abnormal. It is not  
governed by any of the known rules of  
trade or economic laws and we have  
had to pay for it in an abnormal way.  
And we have only begun to pay.

Japan has a wireless outfit that can  
pick up messages in Germany. That is  
nothing new, but the fact of its  
outfit of soldiers who picked up one of  
Germany's choice colonial possessions in  
the Far East.

### ONE AFRAID; OTHER DARE NOT.

Persons far removed from the  
scene and without interest in the  
peace negotiations in Europe, other  
than concerns humanity and civi-  
lization in general are inclined to ask,  
Which is putting up the holdest front,  
Germany or the Allies?

The Kaiser's invitation to consider  
peace proposals was frank enough, ap-  
parently sincere and rather more  
boastful than courageous in its decla-  
rations. The world accepted it as an  
expression of an earnest desire to  
bring about an ending of conflict, but  
careful readers of it found in its skill-  
ful phrasings a note indicating a fear  
that the object sought might not be at-  
tained.

In the refusal of the Allies to accept  
what they term the Kaiser's "war ma-  
nuer" as a sincere effort to bring  
about peace there is no less boldness  
of intention than was expressed in  
the Kaiser's proposal of Germany.  
There is more extravagance of state-  
ment, plenty of vigorously worded  
denunciation and numerous reitera-  
tions of old charges, all of which seem  
designed to divert the public mind  
from the fact that, like the Central  
Powers, the Allies are concerned lest  
peace will not follow from the first  
steps in that direction.

There is a somewhat unequivocal  
rejection of the offer tendered by the  
Kaiser but it applies more to the form  
than to the substance thereof. As a  
whole the answer constitutes a rather  
spirited rejoinder, but even a casual  
reading of it leaves the impression,  
however, that many of its phrases, like  
some used in the documents issued in  
this country on different issues raised  
by the war, are intended mainly for  
home consumption.

The world has never understood  
the Kaiser's proposal as constituting  
even in a vague way, the terms upon  
which he would be willing to conclude  
a peace. Rather he has been con-  
sidered as an indication of his readi-  
ness to enter in good faith upon peace  
negotiations. While the Allies take  
answer to it as occasion to set forth  
with some minuteness of detail cer-  
tain matters that must be determined  
before a peace is agreed upon, they  
were just a trifle careful, it appears,  
not to go so far in their refusal of the  
Kaiser's offer that negotiations cannot  
progress along other lines from the  
initial starting point.

There will probably be much fight-  
ing between the armies in the field,  
and a long drawn out campaign be-  
tween the diplomats at home, but the  
world can reasonably hope that peace  
will sooner or later come out of all  
the bluff and counter bluff. Both  
groups of belligerents are maneuver-  
ing for position with as much skill as  
their generals would make disposition  
of the troops on the field of battle.  
Both sides are making the best possi-  
ble showing of their strength and re-  
sources; both are making a bold front;  
both anxious perhaps willing also, to  
have peace reign, but both wanting it  
made according to their own specifications.

### MORE WAGES; LESS FOOD.

In the contest of 1912 President  
Wilson made his campaign chiefly on  
the east of living, asserting that the  
Protective Tariff had made prices high.  
Taking his cue from the Baltimore  
platform he pledged his administration  
to a reduction not only of the tariff,  
but also the cost of living. He  
cautiously ventured the prediction that  
wages might be somewhat less, but  
declared that the deficiency would be  
more than made up through the in-  
creased purchasing power of a dollar.  
The soup house, the bread line and  
thousands of idle men searching for  
work within two years after Wilson's  
inauguration was the answer events  
made to the campaign assertion. The  
Underwood Near Free Trade law,  
which was to perform almost a miracle  
in reducing the cost of living, operated  
only to reduce the chances of making  
a living.

The Democratic party, as exemplified  
in the person of the President, still  
holds to the theory that was exploited  
in 1912, but the facts of history, as set  
forth by the President's own Secretary  
of the Department of Labor, rise in  
contradiction. In last annual report  
a considerable space is given to statis-  
tics which show that the wages paid  
under the scales in effect in 1915  
would buy only 90% as much food as  
the wages paid under the scales in  
effect in 1907.

While there have been many and  
large advances in wages since 1915  
the cost of living has increased in such  
proportion that a dollar of wages, no  
matter what the rate per day may be,  
purchases only 53 cents worth of food.  
Before the workers of today will be  
able to buy as much as they did in  
1907, the wage advances made since  
1915 will have yet to be multiplied  
several times.

### HIGHWAY RACING.

There can be little doubt of the in-  
tention of the state authorities to  
break up the practice of using the  
highways as speedways for racing  
with high powered, motor-driven ve-  
hicles. Last week the state constabulary  
arrested three men believed to  
have had an active part in promoting  
the motorcycle race run over the Lin-  
coln highway between Pittsburg and  
Bedford about a month ago which re-  
sulted in one fatality and the serious  
injury of a second person.

The arrest of these persons, who  
will be held to answer a charge of in-  
voluntary manslaughter, ought to re-  
lieve all doubt in the mind of anyone  
that the state is powerless to inter-  
fere with this dangerous sport or that  
the penalties for infractions of the  
speed laws are limited to a nominal  
fine. It may take several convictions  
in the course of a manslaughter in-  
dictment to make these facts plain to  
certain followers of the highway rac-  
ing game, but in the present temper  
of the public mind and the attitude of  
officers of the law and district attor-  
neys, it may be depended upon that  
the practice will sooner or later be  
broken up.

Only a resourceful Union Supply Santa  
Claus could please 4,000 patrons with  
2,500 boxes of Christmas candy.

Charles Schvab is becoming our  
most expensive expatriate.

### EIGHT HOURS BY ARBITRATION.

Public opinion generally has never  
acquiesced in the view of President  
Wilson and the trainmen's brother-  
hoods that the 8-hour question was not  
arbitrable. A recent decision of the  
Federal Arbitration Board supports  
the public in its view.

During the controversy between the  
trainmen and their employers the for-  
mer declared that they would decline  
submission of the issues involved to  
arbitration. President Wilson upheld  
the trainmen and in lieu of this  
method of settlement brought about the  
enforced enactment of the Adamson  
law. The friends of amicable  
methods of settling bouts of work and  
wage disputes were very deeply dis-  
appointed that resort to this method  
was not had.

Notwithstanding the set-back which  
the cause of arbitration suffered at  
that time, there still remained bodies  
of men who had faith in its efficacy  
and justice. The switchmen employ-  
ed on certain railroads of the east  
made a demand sometime ago for  
shorter hours and an increase in  
wages. Several of the points at issue  
were identical with those involved in  
the dispute between the trainmen and  
their employers. The decision reach-  
ed shows that it is entirely possible to  
accomplish by arbitration what re-  
course to Congress has been unable to  
do by enacting the so-called 8-hour  
law.

In the case just decided the switch-  
men were granted an 8-hour day. This  
will very much restrict the opportuni-  
ties of congressmen to consult him on  
the part and his, but it has the virtue  
of also restricting the importunities,  
which is probably the greater reason for  
the change.

President Wilson is back to his job  
of railroading legislation through Con-  
gress. He has given orders to clear the  
track for his Anti-Strike Special and  
has fixed 10 days as the limit of the run.  
He may find a few cautionary signals  
down the line if not a few red  
blocks before he reaches the division  
round house.

The low mortality in the race rather  
than the high cost of keeping dogs is  
probably cause of the higher license  
during 1917.

Sweetdown is showing the neighborly  
spirit in a fine way. It cordially in-  
vites Scotland to come in to mud-  
pail back yard and slide on its cellar  
door.

The Administration has served notice  
on the Suffragists that they must not  
use the inaugural parade as an adver-  
tisement for their cause. Leave it to  
the women to have the last word.

Representative Adamson, author of  
the 8-hour law, has become a Benedict,  
in which relation he may find it a  
delicate task to set wages according  
to his legal standard.

The electric steel mill was a little  
slow getting started but it is taking  
the hill on high.

With oil gushers coming in every  
day or so the farmers of Southwestern  
Greene county don't care whether  
they Thompson or anybody else sells  
coal land or not.

The Kaiser is proving himself to be  
both a general and a diplomat in con-  
ducting a peace campaign.

The Democratic newspapers take  
quite as much pride in boasting that  
Tom Lawton and other stock gamblers  
made a good cleanup on the "leak"  
from official sources in Washington  
regarding President Wilson's peace  
policy, than they do in chronicling the  
constant rising price of commodities.  
Both are regarded as evidences of  
Democratic Prosperity, we presume.

Frank A. Vanderbilt president of the  
National City Bank, New York, be-  
lieves that we are "a nation of  
economic illiterates." The broad  
scope of the statement would ap-  
pear to include even the membership  
of Congress.

Will he find Something New to  
Tax? The question of the hour in  
Washington.

The proposed revision of the Corrupt  
Practices Act will establish a sort of  
sliding scale for campaign contributions  
the higher the office the bigger the fund.

All Democratic centers, state and  
national, are in deep gloom today over  
the fact that the speakers' content at  
Harrisburg served to cement instead  
of to rend in twain the Republican  
party in Pennsylvania.

Harrisburg has the Legislature in its  
boarding houses now which is a better  
job than President Wilson has with  
Congress on his hands.

Nothing is being overlooked in be-  
half of the interests of the Solid South  
by this administration. In addition to  
securing the bulk of the federal farm  
loan banks, twenty of the states in  
that section are to receive an average  
of \$75,000 each as their share of  
rivers and harbors money. The men-  
tioning the bulk of the \$28,000,000 for  
the proposed federal buildings at cross  
roads towns.

An astrologer predicts that "changes  
in the President's Cabinet and other  
high places may be startling and  
numerous during the year." He ought  
also to predict that it will be dis-  
appointing if some do not occur.

Write it 1917!

The New Year starts with an amazing  
event. The Democratic postmaster at  
Clarkburg has resigned.

Out in the state of Washington they  
said that the "Anti-Strike Special" and  
Valley Forge patriots to the  
calaboose. In the East they send them  
to the Cabinet.

Hans has signed up with the Big  
League with no release clause in his  
contract.

It might be a good thing for the  
European belligerents that they must not  
fight until they get it out of their  
system, otherwise the peace advocates  
may get at it themselves.

Some swallows have appeared in the  
sky of several Conneltsville owners of  
coal.

President Wilson has adopted new  
rules for receiving visitors. The time  
is limited to the afternoon only. This  
will very much restrict the opportuni-  
ties of congressmen to consult him on  
the part and his, but it has the virtue  
of also restricting the importunities,  
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Harrisburg has the Legislature in its  
boarding houses now which is a better  
job than President Wilson has with  
Congress on his hands.

American engineers are performing  
wonders in making over the mangled  
bodies of the wounded European  
armies. It is one that should be  
dealt with so promptly and so dras-  
tically that there would never be any  
possibility that it could be made to  
operate again.

To a Massachusetts college professor  
is reserved the distinction of having  
discovered the real cause of the  
European war. It is "the barbaric  
instinct of ambitious Germany," he  
declares. By the same logic the  
barbaric death rate ought to end the  
war.

Unless calves are kept in the home,  
the discovery by an agricultural expert  
of a substitute for milk will not afford  
much relief. The new prod-  
uct is suited only to feeding bovine  
babies.

Shipping foodstuffs abroad at the rate  
of \$20,000,000 a month of course has  
nothing to do with high prices at home  
Just an evidence of Democratic Prosper-  
ity!

New that the need for votes has  
passed the Democrats are gradually, if  
not gracefully, coming to



## PENNSY'S CUT IN EASTERN RATE ON COAL APPROVED

I. C. C. Declines to Grant a  
Suspension of the  
New Tariffs.

### ORDER EFFECTIVE JANUARY 1

This Places the Connellsville Region  
On an Even Footing With Fairmont  
and Other Districts in the Matter of  
Coal Shipments to Points in East.

The removal of the 15-cent differential against the Connellsville coke region in rates on coal shipments eastward has been officially confirmed by the Interstate Commerce Commission and by order of that body the revised rates became effective yesterday.

In the latter part of November the Pennsylvania Railroad Company, upon its own initiative, filed with the Interstate Commerce Commission amended tariffs, to become effective January 1st, establishing the same rates of freight on coal from the mines on its lines in the Connellsville region, including mines on the Monongahela railroad, to destinations, Harrisburg and the East, including points in New England via the Delaware & Hudson and its connections or the New York Central and its connections.

This voluntary action by the Pennsylvania railroad was promptly attacked by the Association of Bituminous Coal Operators, made up of the producers in the Clearfield district, which, prior to the amendment of the Connellsville region's rates, had enjoyed a differential of 40 cents per ton as compared with the latter. The Clearfield operators filed a complaint with the Interstate Commerce Commission protesting against the reduction in the Connellsville region rates and requesting that the amended rates be suspended.

The petition was duly considered by the Interstate Commerce Commission and the amendment has just been made that it declines to suspend the reduced rates and has ordered that the new tariffs become effective January 1st.

This decision brings to a partially successful conclusion the efforts of the Connellsville Coal Tariff Association to obtain the removal of the handicap the region has long suffered in the matter of rates on coal shipments. The decision determines only the question of rates to eastern points. The question of rates westward is still undetermined, being involved in proceedings instituted before the Interstate Commerce Commission by the West Virginia coal operators in that is known as the Fifteen Cent Case. All the hearings, which were held at Atlantic City, Detroit and Washington, have been concluded. A decision is not expected for some months. The precedents already established in the eastern rate question, and still earlier by the extension of no Pittsburgh district rate to coal shipments from W. Harry Brown's Lucia Mine No. 1, begot the hope among the region's operators that the adjustment of western rates will be along the same general lines and thus clear the Connellsville region of all the discriminations which have so long placed it at a disadvantage in the development of its coal traffic.

## YOUNGSTOWN TUBE GETS GREENE COAL

A Deal Consummated for Sale of 560  
Acres at \$15 an  
Acre.

Announcement was made Monday in Youngstown of the sale of 560 acres of coal in Cumberland township, Greene county, to James A. Campbell, president of the Youngstown Sheet & Tube Company and a member of the J. V. Thompson Creditors' Committee, for \$442,000. The sale was made through the efforts of J. V. Thompson, the options, however, having been taken by Rev. G. C. Kerr of Canonsburg, for the Buckeye Coal Company. The price paid was \$15 an acre.

Originally the options on the tract were taken by L. N. Burnett, proprietor of the Home Hotel, Carmichaels, and later were taken by Rev. Kerr for the Buckeye Coal Company. The sale of the coal disposes of the last of the Cumberland township holdings by their original owners. There are perhaps a few small tracts of little consequence that remain in the hands of the farmers, but practically all of the coal underlying the township has now been sold to concerns which probably will operate it.

The former owners of the coal were R. L. Bailey, 267 acres; R. G. Bailey, 250 acres; J. E. Bailey, 53 acres; Mrs. R. L. Bailey, 38 acres; F. M. Bailey, one acre; J. C. Gwynn, 50 acres, and Hathaway brothers, 211 acres.

### NEW COAL PLANTS

Several Opened Along Berlin Branch  
of the Baltimore & Ohio.

A number of new operations are being opened up by mining companies located along the Berlin branch of the Baltimore & Ohio, and all within a mile of Garrett. Goble Brothers are opening up 175 acres, Fritz Brothers, 250 acres, and Romburg Brothers, 500 acres. J. Blair Kenerly is opening up 204 acres on the White's Creek branch of the Baltimore & Ohio near the Anaspath mine.

Hitchman Brothers, of Mt. Pleasant, are opening up an extensive operation consisting of 1,000 acres just below Markleton and on the main line of the Baltimore & Ohio.

Pittsburg Coal Adds to Acreage. Persons acting for the Pittsburg Coal Company have bought 600 acres of coal land in Moon township, Allegheny county, at \$300 per acre.

## The Grim Reaper

IRVING H. COTTON.

Irving H. Cotton, the last of a generation and one of the best known citizens of the county, died at 4:30 A. M. Wednesday, at the home of his daughter, Mrs. H. H. Burwell in Uniontown. He had been on the decline for some months with heart trouble and other complications but only three weeks ago was compelled to take his bed.

Irving H. Cotton was the youngest of a large family, all now deceased, and was a son of the late William and Catherine Goodge Cotton. He was born in Lower Tyrone township on August 12, 1840. William Cotton, the father, was a native of Maryland and in 1810 moved to the Work farm in Dunbar township, Fayette county, and in 1822 located in Lower Tyrone, as one of the pioneer settlers, on a farm which remained in the family name until a few years ago. Catherine Goodge Cotton, the mother, was born in Uniontown in an old building near the site of the opera house on Pittsburg street.

On January 30, 1862, Mr. Cotton was married to Miss Anna Sherrick, daughter of Westmoreland county, and to this union were born eight children, all of whom are living, as follows: Alva W. Cotton, Attorney Frank P. Cotton, Mrs. M. L. McDonald-Dawson; L. M. Cotton, bookkeeper for Wright-Metzler Company, J. H. Cotton, of the Rainey store, Mount Braddock; Attorney Harry A. Cotton, Mrs. H. H. Burwell of Uniontown, and Clyde I. Cotton of the West Penn official force, Connellsville. Mrs. Cotton died July 18, 1892, and two years later deceased was married to Miss Hattie Hutchinson, Lower Tyrone township. She died September 23, 1913. To this union was born one child, Glenn, employed by the Union Supply Company.

Deceased followed farming until in January, 1900, when he moved to Uniontown and soon thereafter was elected as street commissioner which place he filled with credit for two terms. In politics he was a Democrat.

Deceased was a member of the First Episcopal Church and Sunday school and was for many years a pillar in the old Bryan Church near Dawson. He was noted for his honest and upright life and for his devotion to his family. He died as he lived and without a struggle he peacefully crossed the Bar.

Rev. J. M. Thornburn Jr., had charge of the funeral services which were held at the Burwell home Sunday morning at 10 o'clock, after which the body was taken to the family plot in Cochran cemetery, Dawson, where interment will be made.

MILLER SPRINGER.

Miller Springer, 63 years old, of South Brownsville, died Wednesday in the Brownsville General Hospital following an illness of complication of diseases.

MRS CATHERINE W. REYNOLDS. Mrs. Catherine W. Reynolds, 77 years old, died Wednesday of Bright's disease at her home in South Brownsville. Mrs. Reynolds was born in County Dufferin, Ireland, and when a small girl she came to America with relatives. She is survived by the following children: James Reynolds of Scottsdale, George Reynolds of New Salem, Mrs. T. A. Waggoner of South Brownsville, and Mrs. Shan Griffith of Washington, Pa.

WILLIAM FAIRCHILD.

William Fairchild, 71 years old, postmaster at Dawson for three years and one of the town's oldest residents, died on Friday at his home following a brief illness. Mr. Fairchild contracted a severe cold during the Christmas week and later pneumonia developed resulting in his death at 9:30 A. M. Funeral from the Cochran Memorial Methodist Church at Dawson Sunday afternoon at 2 o'clock, with Rev. H. A. Baum, the pastor, officiating. Interment in Cochran cemetery.

Deceased was born at Liberty, March 17, 1845, a son of James Fairchild, who was one of the first settlers at Dawson. William Fairchild spent his boyhood days at Liberty, and the remainder of his life at Dawson. He married Miss Minerva McGill, a daughter of Enoch and Elizabeth McGill of Lower Tyrone township. In addition to his widow, Mr. Fairchild is survived by two children, Mrs. Edward Love of Scottsdale and William Fairchild, Jr., at home; three brothers, Samuel R. Fairchild of Scottsdale; Wesley Fairchild and James Fairchild of West Newton. Mr. Fairchild was employed by the Spring Grove mines for a number of years. He began as a miner and later was a roadman and mine boss.

In politics Mr. Fairchild was a life long Democrat. He succeeded J. C. McGill as postmaster at Dawson, looking after his duties up until his late illness.

PETER J. WAGNER.

Peter J. Wagner, about 76 years old, a resident of Moyer for a number of years, died Saturday morning at the home of his son, Albert Wagner at Moyer, following a lingering illness. Mr. Moyer was a miner, and about ten years ago while on his way to work at the W. J. Rainey mines at Moyer, he suffered a stroke of paralysis and since then had been unable to work. Later he suffered a second stroke which resulted in his death.

Mr. Wagner was the father of George, who was killed when a small building collapsed and fell upon him, and was the grandfather of Arthur Wagner, the young man who lost his life when the roof of a Baltimore & Ohio hot well collapsed while Loren Jones of the Bob Jones party was conducting noonday services. Peter Wagner was well known at Moyer and vicinity.

He is survived by the following children: Mrs. Samuel Grindle, Mrs. Marion Wilson, Mrs. Bert Zimmerman, Albert Wagner and Anna Wagner at home. Mrs. Wagner died several years ago.

MRS. REBECCA J. PEGG.

Mrs. Rebecca J. Pegg 67 years old,

## Coal Freight Rates

TO EASTERN PORTS		ORIGINATING DISTRICT.			
Rate per Gross Ton of 2,240 lbs.	Pittsburg	Fairmont	Gibbsburg	Larrobe	
Baltimore, Md.	\$2.00	\$1.85	\$1.70	\$1.60	
Chesapeake, Pa.	2.00	1.85	1.70	1.60	
Harrisburg, Pa.	1.70	1.55	1.40	1.30	
Johnstown, Pa.	1.85	1.70	1.55	1.45	
Lebanon, Pa.	1.90	1.75	1.60	1.50	
New York, N.Y.	2.25	2.10	1.95	1.85	
New York, N.Y. (via B. & O.)	2.00	1.85	1.70	1.60	
Philadelphia, Pa.	2.00	1.85	1.70	1.60	
Scranton, Pa.	1.75	1.60	1.45	1.35	
South Bethlehem, Pa.	1.75	1.60	1.45	1.35	
Syracuse, N.Y.	2.15	2.00	1.85	1.75	
TO ATLANTIC PORTS VIA P. & O.					
Greenwich, Pa.	1.75	1.60	1.45	1.35	
Greenwich, Pa. (for Export)	1.85	1.70	1.55	1.45	
So. Amboy, N. J. (P. & O. Vessel)	1.85	1.70	1.55	1.45	
Harrisburg, N. J. (P. & O. Vessel)	2.00	1.85	1.70	1.60	
Greenwich, N. J. (P. & O. Vessel)	2.00	1.85	1.70	1.60	
Canonsburg, Md.	1.75	1.60	1.45	1.35	
Canonsburg, Md. (for Export)	1.85	1.70	1.55	1.45	
TO ATLANTIC PORTS VIA B. & O.					
St. George, N. Y. Coal Piers	2.25	2.10			
St. George, N. Y. (for Export)	1.85	1.70			
Philadelphia Coal Piers	1.75	1.60			
Philadelphia, for Export	1.85	1.70			
Curtis Bay, Balt. Piers	1.80	1.65			
Curtis Bay Balt. Piers	1.58	1.48			

\*The rate from the Fairmont District to Johnstown is 78c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Rutledge, from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa., from points on the Baltimore & Annapolis Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.		ORIGINATING DISTRICT.		
Rate per Net Ton of 2,000 lbs.	Pittsburg	Connellsville	Fairmont	
Baltimore, Md.	\$0.95	\$1.10	\$1.05	
Canonsburg, O.	1.00	1.15	1.10	
Chicago, Ill.	1.00	1.15	1.10	
Cleveland, O.	1.00	1.15	1.10	
Columbus, O.	1.00	1.15	1.10	
Detroit, Mich.	1.40	1.55	1.50	
Indianapolis, Ind.	1.00	1.15	1.10	
Toledo, O.	1.25	1.40	1.35	
Youngstown, O.	1.00	1.15	1.10	
Lake Ports	78	90	80	

The Pittsburg District includes points east as far as Larrobe and south on the Southwest Branch to and including Rutledge south to and including Brownsville and Braxton on the Pittsburgh, Virginia & Charleston railroad, eastward to Dawson on the Baltimore & Ohio railroad, and as far as the Delaware & Hudson and southward to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Rutledge on the Pittsburgh, Virginia & Charleston except Braxton and all Monongahela River railroad points New York Central points east of Dickerson Run, including Connellsville transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

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wife of Peter Pegg of North Union township, died Thursday night following a lingering illness. Deceased was born near Laurel Hill, March 15, 1849, a daughter of Isaac and Rebecca J. Stewart. Funeral Sunday afternoon from the family residence.

FRANK LUTZ.

Frank Lutz, 77 years old, died Friday at the home of Edward Faust at Roaring Run. Funeral services were held Saturday afternoon, with interment at Mount Hope cemetery. Deceased was born in Switzerland, and had resided at Roaring Run for over a year, boarding at the Faust home. He was single.

LEONARD SHAFER.

Following a lingering illness Leonard Shaffer 82 years old, a veteran of the Civil War, died Friday morning at his home near Clinton, Bullskin township. Funeral from the house Sunday morning at 9:30 o'clock with interment in the Stauffer cemetery at Friend, Pa. Deceased was a widower, his wife's death occurring last March. Among the surviving children are Mrs. Henry Clark of Freed; Cyrus Shaffer and Mrs. Frieberg of near Breakneck.

ALVA B. PIERSOL.

Alva B. Piersol, 53 years old, a well known resident of the West Side, died on Sunday at his home on the corner of Morrell avenue and Ninth street, Greenwood, following an illness of Bright's disease. Funeral Wednesday morning at 10 o'clock from the family residence, with Rev. G. L. C. Richardson, pastor of the First Methodist Episcopal Church, officiating. Interment in the Washington Run cemetery near Perryopolis.

Mr. Piersol was born near Star Junction, a son of Lewis and Rhoda Piersol, deceased. He was a member of the Methodist Episcopal Church of this city and of Lodge 1145 Independent Order of Odd Fellows at Burgettstown, Pa. He is survived by his widow and one brother, Holland Piersol of the West Side. Since coming to Greenwood to reside Mr. Piersol had lived a retired life.

LEVI FRANKS.

Levi Franks, 58 years old, one of the oldest and best known residents of Uniontown, died Sunday afternoon at 1:30 o'clock at the home of his daughter Mrs. William Conn, in Uniontown. He had been in poor health for some time past and last April he underwent an operation at the Uniontown Hospital. He never fully recovered and about three weeks ago he suffered a relapse. Mr. Franks was born at West Newton April 16, 1828. Both of his parents died before he was 18 months old. Mr. Franks worked at the carpenter's trade nearly all his life. He was a veteran of the Civil War serving as a private in the 16th Pennsylvania Cavalry. Deceased is survived by six children and 18 grandchildren.

ALBERT F. GRAY.

Albert F. Gray, 26 years old, died at midnight Sunday night at his home in East Fairview avenue while sitting in his chair. Deceased was born September 3, 1890, a son of Francis B. Gray, deceased, and Martha A. White Gray. He was single and is survived by his mother, one sister, at home, and a brother, A. A. Gray, of Basic City, Va. Funeral Wednesday afternoon at 2 o'clock from the family residence, with Rev. G. L. C. Richardson, pastor of the First Methodist Episcopal Church officiating. Interment in Hill Grove cemetery.

MISS SARAH CRAIG. Miss Sarah Craig, 72 years old, a life long resident of Fayette county, died Saturday afternoon at her home in Uniontown following an illness of pleura pneumonia.

GEORGE PAINTER.

George Painter of Pleasant Valley, who was run down by a street car Friday night, died Saturday in the Westmoreland Hospital, Greensburg. Rev. H. A. Baum, the pastor, officiated. There were a number of pretty floral tributes. Interment in Cochran cemetery at Dawson.

EDWARD B. STONER.

Edward B. Stoner of Greensburg, 66 years old, was found dead in bed Sunday morning, death being caused by sleep with the gas turned on.

WILLIAM W. KEENAN.

William Wilshire Keenan, 79 years old, a retired newspaper man, died Sunday morning at his home in Greensburg of the infirmities of old age.

DEATH OF INFANT.

An infant child of Mr. and Mrs. Roy Miller died Sunday morning at the miller home near Indian Head. Funeral tomorrow.

EUGENE SNYDER.

Word was received here Tuesday of the death of Eugene Snyder, which occurred last night at his home in Detroit, Mich., following a brief illness of pneumonia. He was a son of Carl Snyder, who for a number of years resided in this city. Eugene Snyder for several years was a clerk in the wall paper store of W. S. Storey. Over two years ago he married Miss Lillian Densel of Clarkburg, W. Va., a sister of Mrs. M. H. Feldstein of Uniontown, formerly of Connellsville. After leaving Connellsville Mr. and Mrs. Snyder located in Pittsburg and from there left for Detroit, Mich. Mr. Snyder was a traveling salesman for the past year or more. In addition to his widow he is survived by his father, three sisters, Mrs. Meyer Smith, Misses Bertha and Ida Snyder and two brothers, Ernest and Victor Snyder, all of Detroit, Mich. Deceased was a nephew of Alderman Fred Munk and had many friends here.

RUTH MAE HOPWOOD.

Ruth Mae Hopwood, the two year old daughter of Mr. and Mrs. Walter M. Hopwood of Smithfield, died Monday morning following a brief illness of diphtheria. Private funeral services were held this morning at 10 o'clock with interment in Smithfield cemetery.

Leaves Hospital.

James J. McPartland, a Baltimore & Ohio railroad brakeman, who suffered a fractured skull several weeks ago while on duty, left the hospital on Monday, returning to his home in East Crawford avenue.

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## PATENTS

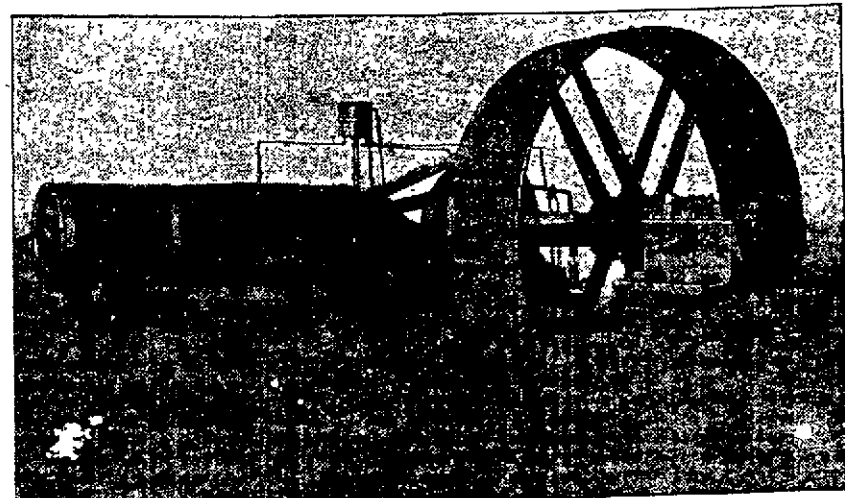
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Austin Coal & Coke Co., Plants 2 and 3..... 423	H. C. Frick Coke Co., Yorktown, Shof and Bitner, 1,000
Colonial Coke Company, Smock..... 163	Struthers Coal & Coke Co., Fairbank Works..... 169

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## CONNELLSVILLE HAS BEEN A PROSPEROUS PLACE DURING 1916

Years Just Closing Ranks as Best in Community's History.

### THREE NEW INDUSTRIES COME

Steel Mill, Silk Factory and a Stone Quarry Development Mean Much to the Town; New Railroad Yards and Bigger Power Plant are Developed.

What is conceded by business men to have been the most prosperous year in the history of the city has but three more days to run, and 1916 will go down as one that has brought more improvements, higher wages and put more money in circulation locally than in any previous year. Business men in all lines look forward to even better things in 1917.

The year now closing has seen three big new industries brought to Connelville and witnessed the enlargement of many others. Connelville was selected as the location for the plant of the United States Electric Steel Company which is to install an electric furnace on Herd bottom, close to the West Penn power plant, upon which it will draw for current. After a long series of delays, work on this plant was started last week. It will operate early in the new year and is expected to be the beginning of a series of new industries.

The same progress spirit secured for Connelville a plant of the Specialty Silk Company. This mill is about completed and will start to operate in a month or two, employing 100 or more men and girls at the outset.

The Casparis Stone Company came to Connelville during the year, entirely unheralded, and has already spent several hundred thousand dollars developing quarries at Bluestone, from which thousands of tons of stone will be shipped out in 1917.

The Western Maryland railroad selected a part of the Herd bottom along Dunbar creek as the site for its new yards in which to transfer coal brought down from mines in the Fairmont region. A transfer track was completed and work is being continued on the remainder of the yards. A roundhouse is to follow. The railroad will spend \$100,000 or more on this work.

Improvements costing close to \$1,000,000 were completed at the West Penn power station at Fayette, which is now supplying most of Southwest Pennsylvania with electric energy. The electric steel mill came to Connelville largely because of the fact that the West Penn was in a position to furnish cheaper current than is made possible for the immense water power at Niagara Falls.

All of the other industries of the city took on a boom during the year. The Connelville Machine & Car Company secured contracts that made an addition to its funds necessary. An expenditure of \$10,000 was authorized and work was begun. It has been held up for three weeks by lack of material. Boys, Porter & Company enjoyed the business and is now looking about for a place on which to build an addition. The vacation of part of North alley may again be asked of the city.

The Connelville Manufacturing & Mine Supply Company had a successful year although its already large plant was adequate for the growth of its business.

The Ripley Glass plant at South Connelville put in operation a number of new furnaces and work is now being completed on a big addition for its decorating department.

The Pennsylvania railroad purchased property valued at \$70,000 as a site for its proposed new freight depot. Work on this has been begun and is being pushed forward as fast as the weather permits.

There were new buildings galore, individuals, churches and fraternal organizations spending thousands of dollars for new work. Two new school buildings, a grade school on Seventh street and a magnificent high school on Fairview avenue and Prospect streets, representing a total investment of about \$250,000, were begun. The Elks finished a \$15,000 addition. The Methodist Protestant Church has a \$13,000 addition under roof. The Moose are looking for a site for a home.

Two new motion picture houses were built. The Paramount represents an investment of \$25,000. The Orpheum in the Royal Hotel building was opened a short time ago. It meant an expenditure of about \$25,000.

Wages were never higher than they are at present. The H. C. Frick Coke Company gave three advances during the year. Wages in almost every other line advanced to a higher level than ever before. Common laborers now command from \$2.75 to \$3 a day, and are hard to get.

A man in position to know said today that 300 men could find employment in Connelville at this moment, there being a scarcity in almost every line.

Vacant houses are few. Mail carriers who cover the city, did very few. A year and a half ago, a count of 262 empty houses was made. When the steel mill begins to operate, it will mean many more householders for whom homes must be provided.

Postal receipts are a barometer of business conditions. The financial year, which now ends December 31, instead of March 21, will show receipts between \$43,000 and \$46,000 or about \$5,000 more than the best previous year. The increase over last year will be about 12 1/2 per cent. Receipts of between \$40,000 and \$41,000 last year were sufficient to put the local office into the first class. This year's business keeps it in that class by a big margin.

Advertise in The Weekly Courier.

## CELEBRATE GOLDEN WEDDING IN WEST

Mr. and Mrs. P. F. Carron, Known to Many Here, Pass 50th Milestone of Married Life.

The Star Courier of Star, Idaho, on Thursday, December 21, printed an account of the golden wedding of Mr. and Mrs. P. F. Carron, well known residents of that section, accompanied by their picture. The article is of interest here because of the fact that both Mr. and Mrs. Carron are well known to many of the older residents of Connelville. Mrs. Minnie Penn of Connelville is a daughter, Mrs. J. E. Jones of North Pittsburgh street and Mrs. Lydia H. Kerr of Francis avenue are sisters of Mrs. Carron and Charles and William Hatfield are brothers. Before her marriage Mrs. Carron was Miss Emma Hatfield.

The article follows: "An event which very few married people ever celebrate was celebrated in Star Wednesday by Mr. and Mrs. P. F. Carron when they celebrated their golden wedding. P. F. Carron and Miss Emma Hatfield were married December 20, 1866, at Uniontown, Pa. They lived in Pennsylvania a few years and in 1875 moved to Nebraska where they resided until 1882 when they moved to Idaho. In 1883 they moved to Boise valley and in 1890 they came to Star where they have lived ever since.

"Mr. and Mrs. Carron are the parents of 13 children, seven girls and six boys, 10 of whom are living: Mrs. May Thibaut of Butte, Mont.; Mrs. Minnie Penn, Connelville, Pa.; Mrs. Ida Gilman of Goodrich, Idaho; Mrs. Emma King of Alpha, Idaho; John Carron of Carlin, Nevada; George Carron of Bremontown, Wash.; Mrs. Flora Breshers, Chester Carron and William Carron of Star. They are grand parents to 27 grandchildren, 25 of whom are living.

"Mr. Carron is a veteran of the Civil War, in which he served two and a half years, the first in the 17th Ohio regiment and the latter with Company D of the 31st Ohio. He was honorably discharged on July 27, 1865, at which time he held the rank of first sergeant.

"Mr. and Mrs. Carron have long been held in the highest respect by all who know them and their many friends rejoice that they have the chance to celebrate their 50th milestone in their married life. This worthy couple are in good health, and will no doubt celebrate many wedding anniversaries."

### GIFTS FOR PASTOR

He Gets Purse During Entertainment at Pritstown Church.

The Mount Carmel United Evangelical Sunday school at Pritstown, held their Christmas entertainment on Christmas evening, December 25. The songs, recitations and exercises by the children were well rendered. The church was nicely decorated. The entertainment all through was good. Miss Mary Kough and Miss Mabel Faith deserve much credit for their labor in getting up and conducting the entertainment.

The pastor, Rev. P. L. Berkey, was very much surprised when he was interrupted by Bernice Truxel and Margaret Strong in addressing the congregation as they came marching down the aisle and banded the speaker a basket containing \$22 in money as a token and esteem of their pastor, \$20 of which was in gold, for which the speaker thanked the donors very much for their kindness.

### STEAL TWO REVOLVERS

Robbers Smash Window of Wiskel Hardware Store and Take Weapons.

Breaking the plate glass window with a stone wrapped in a blue handkerchief, robbers stole two revolvers from the hardware store of W. C. Wiskel on West Crawford avenue early Thursday morning. After securing the weapons they fled.

The sound of smashing glass awakened Mr. Wiskel who lives in the same building, but the robbers had flown down the street before he got to a front window. This was about 2:30 in the morning.

The only clue left by the robbers was the cobblestone used to break the window. They had wrapped a dirty blue handkerchief about it to deaden the noise. Mr. Wiskel believes that the men only wanted the revolvers for they disturbed nothing else in the window nor in the store.

### REMEMBERS MENNONITES

Late Jacob Loucks Leaves Money and Property to Church.

The late Jacob S. Loucks of Scottdale, made extensive bequests to the Mennonite Church in his will, filed yesterday for probate at Greensburg. He wills \$1,000 to the board of missions of this church, \$1,000 and a property on Market street, Scottdale, to the Mennonite Church at Scottdale, and \$500 to the Mennonite orphanage at West Liberty, O.

The testator also made bequests to the following children: Joseph R. Aaron, John R., George S. David, Abram, Ada, Corn and Martin R. Loucks. Joseph, David, John and Aaron Loucks were named as executors of the estate. The estate was valued at \$125,000.

### Many Ships Building.

Wooden merchant vessels of 500 gross tons or over building or under contract to be built in private shipyards of the United States on December 1, 1916, number 116 of 156,415 gross tons.

### Interest in State Show.

The State Corn, Fruit, Dairy Products, Vegetable and Wool Show to be held at Harrisburg, January 22 to 26, is attracting attention throughout the state.

### Crops Gain in Value.

The state wheat crop is valued at over ten million dollars more than last year's crop and the corn crop over eight million dollars more.

## FARM LABOR PAID HIGHER WAGES IN STATE DURING '16

Average Increases From \$235 to \$270 Report Shows.

### HELP IS VERY HARD TO GET

Farmers in the Neighborhood of Industrial Centers Are Particularly Hard Hit by the Era of Activity in Steel and Iron; Women Scarce.

Farm help of all kinds has advanced in price during the past year and help of all kinds is very scarce, so much so that all forms of farm work are being seriously curtailed.

A year ago the average wage paid to help in the state including board was \$235 a year, but reports of the Pennsylvania Department of Agriculture show that during the past year the average wage has increased to \$270. The scale runs from \$210 in some of the smaller interior counties to \$325 in the counties which have large towns and cities where the iron and steel mills and munition plants have attracted former farm help.

The farm reports state that "farm help is only a miserable apology for labor and is not a matter of wages, but take whatever you can get at any price."

The average wage for summer months has increased from \$25 to \$27.70 and the average daily wages of harvest hands averages \$1.89 a day but farmers were unable to secure men at any price during the past fall. The wage showed a variance in different counties from \$1.40 to \$2.50 per day.

Female help has also increased in price and in some sections farmers are badly crippled on account of the lack of domestic help. The average wages range from \$2.00 to \$4.50 and the state average is \$3.12 as compared with \$3.20 a year ago.

### HIS 70TH BIRTHDAY

J. J. Murray Is Host at Celebration in Morgan.

In honor of his 70th birthday J. J. Murray a prominent resident of Upper Tyrone township was tendered a delightful surprise party Thursday at his home at Morgan. In commemoration of the happy occasion Mr. Murray was presented by his host of friends with a number of beautiful and useful gifts.

At noon the guests were seated around one large table which was laden with all the delicacies of the season. Owing to the inclemency of the weather a number of Mr. Murray's friends were unable to attend the celebration. Among those present were: Rev. and Mrs. W. H. Gladden, Mrs. Otto Murray, daughter Ruth and son Donald, Mrs. George Jaynes, Mrs. Robert Boyd, daughter Rae and Ethel and son, Robert and Frank Cochran, all of Connelville; Mrs. George Murray and son George, Jr., of McClellandville; Miss Rachel Brown of Leckrone, J. S. Newcomer of West Newton, Mrs. Elizabeth Orbin and granddaughter, Ethel Hixon, of Broad Ford; Frank Klagesmith, Mr. and Mrs. J. C. Myers, Miss Pat Johnston and Mr. and Mrs. I. J. Murray, all of Morgan.

### ALL MUST SERVE

Federal Law Already Provides for Compulsory Military Enlistments.

WASHINGTON, Dec. 29.—Every able bodied male citizen of the United States between the ages of 18 and 46 years is held liable for service in the national guard in war time, without further act of Congress, by War Department regulations for the government of the guard issued under the national defense act.

In a circular prepared nearly two months ago, but made public only today, the Militia Bureau directs that where a national guard regiment is called out for war service, a reserve training battalion to fill vacancies at the front shall be organized out of the national guard reserve list and by voluntary enlistment.

"If for any reason," the order continues, "enough voluntary enlistments to organize or to keep the reserve battalions at prescribed strength, a sufficient number of the unorganized militia shall be drafted by the President to maintain such battalion or other lesser reserve unit at the prescribed strength."

### ON BOARD OF HEALTH

Alderman W. D. Colborn Is Named to Succeed G. E. Albrecht.

Alderman W. D. Colborn was appointed a member of the Board of Health in the fourth district to fill the vacancy caused by the removal of G. E. Albrecht from the district, at a special meeting of council Thursday. He will serve three years.

Dr. C. W. Utis was reappointed for the first district for a period of five years.

There is still a vacancy in the board. C. Gould Hyatt of the second district recently moved away from the city and his place was never filled.

The other members of the board are Alderman S. H. Howard and Dr. T. R. Francis.

### Myers-Kalp.

Miss Etta Myers and Philip Nickel Kalp, a well known young couple of Indian Head, were married yesterday in Cumberland. The bridegroom is a son of Mr. and Mrs. Jesse Kalp of near Indian Head.

### Licensed to Wed.

Blazey Molnar and Rose Salus, both of Leavenworth, were granted a license to wed in Uniontown yesterday.

## MADDAS IS HONOR GUEST AT SUPPER

Jeannette Man, Whose Generosity Made Hall Possible, Attends Affair on the West Side.

P. A. Maddas of Jeannette, for whom Maddas Hall on South First street, West Side, was named, was guest of honor at a supper and dance which marked the opening of the hall last week. Mr. Maddas contributed liberally to the fund that made the building possible and it was named in his honor by the congregation of St. Rita's Italian Catholic Church.

The supper and dance was a big success, crowds attending. Spaghetti and chicken were served, the spaghetti being cooked Italian style by A. Bassilone and Mrs. Michael Butano. The supper lasted from 5 to 9 P. M. and after that dancing was enjoyed until after midnight.

Maddas Hall is a two story building. Rev. Henry DeVivo purchased the material of the old Seventh street school house and much of it was utilized in erecting the hall. The dance hall upstairs is large enough for social assemblies of any kind. It has a good-sized stage and dressing rooms that will make it possible to put on theatrical performances. The first floor is to be made into reading and social rooms.

## OIL PRODUCERS SET \$3 AS GOAL

Pennsylvania Crude Soars to \$2.55, Highest Mark Known in Recent Years.

PITTSBURGH, Dec. 29.—The highest price ever quoted for Pennsylvania crude oil was announced by the principal agencies today when through an advance of 10 cents a barrel the quotation reached \$2.55. Other grades were advanced as follows: Mercer black, \$2.30; Corning, \$2.25; Cabell, \$2.22; Sonoraet, \$2.05. There was no change in Rapland, which continued to sell at 35 cents.

The advance was brought about by the continued demand of refiners, who declare that there is an abundance of oil above ground, but producers are holding it for still higher prices, some of them being quoted as declaring that not until the goal of \$3 oil has been reached will they release their stocks.

### 1916 LICENSES GOOD.

Will be Recognized Until January 15 of Next Year.

Notices were sent out by State Highway Commissioner Black to police of various cities that because of the delay in sending out 1917 automobile license plates, 1916 licenses will be recognized until January 15. Non-delivery of the new plates is the reason for the delay.

At the close of business yesterday the State Highway Department had received \$750,422 for 1917 license tags.

### Good Wheat Crop.

The condition of the wheat in the ground throughout the state gives every indication of a successful crop next year.

### Doctor and Patient

Little Talks on Health and Hygiene by Samuel G. Dixon, M. D., L. L. D., Commissioner of Health.

Do you know how to use a doctor? When you are ill you send for him or nurse. He has an automobile to go to see people who wait so long before seeking his advice that he must go to them. He begins by asking all sorts of questions which may seem to have little to do with the matter in hand.

Suppose you did go to a banquet and eat and perhaps drink a little more than usual. Perhaps you have been working extra long hours at the office and naturally you haven't had time to take exercise. Maybe you have neglected yourself a trifle. The important thing is that you are sick and it is the doctor's business to give you medicine that will right all this very promptly. You haven't time to stay in bed and he knows it. Therefore, the thing for him to do is to give you a teaspoonful of something three times a day before meals that will set everything straight forthwith. This is an ordinary man's conception of a doctor's duty to his patient.

Now as to the doctor's side of it. When he comes to see a patient he probably thinks, after asking questions: Here is a man who works hard, he eats too fast and too much, neglects to exercise, is careless about his daily habits, feels a little fatigued and resorts to a nip two or three times a day to "buck himself up," his digestive organs are overworked and what he needs is a change of habit and modification of his method of living. A little rest if I insist upon it, a tonic and some restriction of his diet for a few days, will pull him through this spell. He will probably take the medicine I have prescribed but the advice he will forget in a week. That's the doctor's side of the case.

Then of course there is the man or the woman who is almost certain that something is wrong with them physically. Some of the bodily functions are not right and they know it but they keep on because they "haven't time to be sick." Finally they must seek advice and then the doctor discovers that there is some profound organic disturbance that may have gone so far that he is helpless to aid.

If you are going to build a house you call in an architect who acts as your adviser, makes your plans and sees that they are carried out. If you are going into a business deal your lawyer draws up the contract, sees that your interests are protected and advises you how to proceed. But your doctor you call in when the damage is done and you expect him to give you something in a bottle that will undo the results of weeks, months or years of indiscretion.

## PAID FIREMEN AND POLICE TO GET \$5 A MONTH INCREASE

Council Includes Provision for Higher Wages in Its 1917 Budget.

### OTHER ESTIMATES ARE DELAYED

Session Next Tuesday is Expected to See Completion of Appropriation Program for Coming Year; Nothing is Done About the Garbage Plant.

At a special meeting Thursday afternoon, council decided to include an increase of \$5 a month for paid firemen and patrolmen in the 1917 budget. This will make the wages of the firemen \$70 and the patrolmen \$50 a month. No increases will be given the chiefs of each department or the assistant chief of police and city detective.

Action on the remainder of the budget was deferred. A list of estimated expenditures for the various departments has not been completed. Council is up against a proposition of providing money for the ordinary expenses of the city, an adequate sinking fund for the payment of interest and redemption of bonds and funds for new work, without making it necessary to raise the tax millage. Ten mills was levied this year, seven for general purposes and three for the sinking fund. The sinking fund fared well during the year from the payment of back taxes, there being \$28,000 in it now, more than \$5,000 beyond what it was estimated the three mills levy would provide. Whether this will permit a reduction in the sinking fund millage by part of a mill, and the application of this on the general fund, the councilmen have not yet determined.

The garbage question was threshed out at some length, but to no decision. The proposition of two local men to take over the plant and provide adequate collection service, but pay nothing to the city for the use of its franchise and teams, does not quite meet with council's approval. Some members are inclined to think that the new contractors at least ought to buy the city's teams. The councilmen are unwilling to provide the collectors with four teams, wagons, the use of the furnace and other equipment and get nothing out of it except the taxes on the plant and the maintenance of the equipment.

Council met at 8 o'clock at 2 o'clock. At 3 o'clock a call for a meeting was issued and the meeting convened at once. Little formal business was transacted.

A resolution was passed authorizing the publication of the annual report in book form. The purchasing agent was authorized to have 1,500 copies printed.

A letter was received from the volunteer firemen authorizing council to pay out \$52.60 for compensation insurance of five new members out of the firemen's relief fund. Council authorized the insurance of 31 members of the company at a cost of \$424.40 last October, thinking that a blanket policy covered that number of members regardless of any who dropped out and were replaced by new ones.

Now it develops that each man is insured individually and that when new members are taken in additional funds must be provided for their insurance, even though an equal number of policies expired. This arrangement will cause a lot of confusion in the bookkeeping of the city, Clerk A. O. Blaker declares.

Arrangements were made to meet again next Tuesday night. All members were present.

### 15 YEARS WITH WEST PENN

W. S. Anderson and W. R. Kenney Round Out Long Period of Service.

Two officials of the West Penn will celebrate the fifteenth anniversary of their connection with the company on January 1. W. S. Anderson, chief clerk, and W. R. Kenney, superintendent of lightning, both have rounded out this period of service with the company.

Mr. Kenney has been in the electric business for 22 years and Mr. Anderson for 20. The former managed a company at Greensburg that was absorbed by the Kuhns and Mr. Anderson was at Scottsdale in a similar capacity when the West Penn was organized. Both were placed in responsible positions by the new concern and have remained faithful ever since.

Daniel Durie, general superintendent of railway operations for the West Penn, rounded out 14 years of service with the company last August.

### INSPECTS BUILDINGS.

Fire Chief DeBolt Makes Regular Tour of Business District.

Fire Chief W. E. DeBolt recently made an inspection of business houses here, to discover if there were any firms disregarding the laws which require that there be no piles of waste paper and old boxes about. He reports that there are few merchants in Connelville who do not keep their places free of such fire hazards.

At one or two places, however, it was necessary to warn the proprietors that there must be a cleanup. Chief DeBolt keeps a strict watch over all business buildings and the fire risk is thus lessened considerably.

### FALLS FROM BRIDGE

Coalbrook Man Is Painfully Hurt in a Tumble.

James Douds of Coalbrook, fell off a bridge at Coalbrook Friday night, suffering a fracture of the collarbone and a dislocated shoulder. He was admitted to the College State Hospital for treatment.

Advertise in The Weekly Courier.

## CALENDARS ARE UNUSUALLY FINE

The Fan Who Collects Them is Right in His Glory at This Time of the Year.

The calendar fan is busy in Connelville about now. The man who endeavors to secure a calendar from every business house in the community is in his glory for Connelville firms are giving particularly pretty calendars this season. Some are quite elaborate, others strive to gain neatness and art in a smaller size.

One particularly attractive calendar is that issued by Neville & Wurtz. It contains a reproduction of Henry Mosler's painting, "The Stars and Stripes Forever." Another subject is "The Patriots of Concord," which forms the offering of Perry & Henderson this year.

Practically all the banks are giving calendars to their patrons and as usual, they are among the most artistic. Many other firms are bringing them forth and distributing them.

The Pennsylvania railroad has sent out a striking picture which it calls "The Dangerous Shortcut." It is a "Safety First" calendar, published "in the hope of saving life." The picture warns against crossing the railroad tracks for any reason, and the calendar pad contains cautions, urging that "Safety-First" be ever remembered. Many calendars planned for use and not decoration have been brought out this year too. Stationers say that there is a large sale of the large daily pads.

### VALUABLE HENS STOLEN

Fowls Which Laid 2,348 Eggs, Last Year Lost by C. A. Purbaugh.

Fourteen out of 15 chickens, which last year laid 2,348 previous eggs, were stolen from the coop of C. A. Purbaugh on Saturday night. Six of them were barred rocks, and eight white leghorns. One white leghorn remains, having been overlooked in some way by the thieves.

The thieves gained entrance to Mr. Purbaugh's coop, which is situated some 120 feet in the rear of his home on Graham avenue, by the use of a crowbar. Early Sunday morning Mr. Purbaugh discovered his loss, and immediately informed Constable Frank McLaughlin of the occurrence. The two trailed the thieves for a quarter of a mile and then lost their tracks on the Trotter road.

It appeared that two men participated in the stealing, one keeping watch while the other secured the birds and cut off their heads. The heads were found in an alley in the rear of Mr. Purbaugh's home.

### BIG TIMBER TRACT SOLD

Connellsville Men Figure in Somerset County Deal Involving \$170,000.

Connellsville men acted as intermediaries in the sale of W. P. King's large tract of timber on Laurel Hill mountain, Somerset county, to New York men for a price variously estimated at from \$130,000 to \$170,000. The option price was \$130,000 but at least \$40,000 more was secured for the tract, it is stated.

The option on the land was originally secured by Dr. H. D. Moore of New Lexington and Jack Miller of Rockwood who transferred it to Connelville lumber men. The latter in turn transferred it to Williamsport capitalists and they to the purchasers.

The King tract is one of the few units on the eastern side of Laurel Hill mountain, some of it having been in possession of the King family for 75 years. It contains white oak, red oak, rock oak, poplar, chestnut, bass, maple and locust. The timber can be shipped over the Indian Creek Valley railroad or the United Lumber Company's railroad.

### PLUMBERS ARE FINED.

Directed to Pay Fine and Costs for Sherman Law Violations.

Thirty-two members of the National Association of Master Plumbers, who entered pleas of nolle contendere before Federal Judge C. P. Orr in Pittsburgh for violations of the Sherman anti-trust law were ordered on Thursday to pay fines and costs aggregating \$5,265.

The fines ranged from \$50 to \$500 and the costs from \$10 to \$250.

### Ankle Fractured.

Robert Brooks of Normalville, 39 years old, is at the College State Hospital for treatment of a fracture of the left ankle, suffered Saturday.

### Farm Help Is Scarce.

Farmers have never before been so troubled on account of the scarcity of both male and female help.

## GOOD PROGRESS IS BEING MADE WITH NEW STEEL PLANT

Building Arrives and Will Soon be Erected on Foundations.

### THE FURNACE IS NOW READY

It Will be Shipped as Soon as the Building is in Shape to Receive It; Moore and Lock Come Today for a Conference With the Directors.

Fine progress is being made on the plant of the United States Electric Steel Company on Herd bottom, near the West Penn power plant. The mill building, which was purchased from a western company, has arrived and is almost entirely







## 1916 WAS BEST YEAR IN HISTORY OF THE NORTH END REGIONS

Largest in Volume of Output  
and Gross Revenues  
From Its Sale.

AVERAGE PRICE \$2.56 PER TON

Both Districts Made Full Running Time  
Through the Year; Had Troubles  
With Car and Labor Shortages but  
Not Always Bad as Their Neighbors.

By marketing 1,053,568 tons of coke the Upper Connellsville and the Greensburg-Connellsville districts did approximately 12% better business in tonnage in 1916 than they did in 1915. At an estimated average price of \$2.56 per ton they did approximately 35% better in the matter of gross revenue received for their product during the same period.

The estimated average price of coke sold in 1916 is 56 cents per ton better than in 1915; 46 cents higher than in 1914 and 6 cents higher than in 1913. This average is but a trifle less than the average of the Connellsville region, although the northern districts usually average a trifle better than the southern. This is due to the fact that a larger proportion of foundry coke is made at the plants of the Upper Connellsville and the Greensburg-Connellsville districts than in either the Connellsville or Lower Connellsville districts. Last year the former districts were so well sold up on contract that they were not in position to profit very largely by the high spot prices of the latter end of the year, otherwise the average might have been considerably higher.

The year was without doubt the best in the history of these districts both in volume of output and total gross revenue received. The following is a comparative table of the values of coke marketed in the two years 1915 and 1916:

District	Value 1916	Value 1915
Upper Conn.	\$2,558,554	\$2,205,526
Greensburg	\$3,392,078	\$2,533,538

Totals ..... \$5,950,632 \$4,739,064

The districts kept closer step in the matter of operation in 1916 than they did the previous year. In fact both ran every working day except the holidays which are generally observed at all plants throughout the whole Connellsville region. The production in net tons by districts in 1916 and 1915 is shown in the following:

District	1916	1915
Upper Conn.	1,119,162	1,033,262
Greensburg	344,406	311,219

Totals ..... 1,463,568 1,344,481

The gain in tonnage of the two districts, 56,086 tons, was divided in the proportion of 15,899 tons for the Upper Connellsville and 20,187 tons for the Greensburg-Connellsville district, showing that the former gained about 14% and the latter 22%.

In common with the Connellsville and Lower Connellsville districts the districts of the northern end suffered from car shortage and shortage of labor but perhaps less severely than the districts to the south. At least there were periods during the course of the year when the northern districts were able to produce coke and ship it with a relatively better weekly showing than the older districts. These intervals were rare, however, but sometimes occurring when both labor and car shortage were most pronounced in the southern end, made them stand out as somewhat unusual conditions in the trade of the region as a whole.

The year began with a combined weekly production of about 40,000 tons. This average was well maintained during the first half but in the second it fell off noticeably, particularly in June and July. During the remainder of the year comparatively slight gains were made one week only to drop off the succeeding, closing with 33,067 for the last week of the year, as shown in the following:

District	East	West	Total
Upper Conn.	7,730	3,679	11,409
Greensburg	3,994	1,654	5,648

Totals ..... 11,724 15,043 33,067

The shipments in net tons from the two districts by quarters during the year 1916 were as follows:

Quar.	East	West	Total
1st	326,337	246,319	572,656
2nd	320,244	224,818	545,062
3rd	268,736	244,068	512,804
4th	248,280	218,111	466,391

Totals ..... 1,159,162 974,408 2,033,568

The output of the two districts was distributed between Eastern and Western destinations during the quarters of the year as follows:

Quar.	East	West	Total
1st	249,381	323,275	572,656
2nd	218,329	326,733	545,062
3rd	227,889	284,915	512,804
4th	207,009	259,401	466,391

Totals ..... 902,399 1,131,169 2,033,568

The output of the Upper Connellsville and Greensburg-Connellsville regions for 1916 was consigned by weeks and tons of 2,000 pounds as follows:

Week	East	West	Total
Jan. 1	20,097	20,351	40,448
Jan. 8	21,594	24,118	45,712
Jan. 15	21,859	26,207	48,066
Jan. 22	17,811	18,837	36,648
Jan. 29	19,434	22,844	42,278
Feb. 5	17,110	22,560	39,670
Feb. 12	22,309	28,856	51,165
Feb. 19	19,608	23,643	43,251
Feb. 26	18,807	27,453	46,260
Mar. 5	20,322	25,032	45,354
Mar. 12	17,472	23,640	41,112
Mar. 19	21,872	23,333	45,205
Mar. 26	24,838	30,812	55,650
Apr. 2	19,093	29,074	48,167
Apr. 9	16,777	27,717	44,494
Apr. 16	18,700	20,914	39,614
Apr. 23	218,329	253,829	472,158
Apr. 30	18,811	23,308	42,119
May 7	19,917	18,507	38,424
May 14	18,785	17,379	36,164
May 21	19,710	22,560	42,270
May 28	19,037	20,068	39,105
June 4	17,782	20,068	37,850
June 11	16,131	25,006	41,137
June 18	17,038	23,708	40,746
June 25	18,971	23,077	42,048
July 2	14,800	22,851	37,651
July 9	13,838	21,304	35,142
July 16	13,394	22,718	36,112
July 23	13,533	26,292	39,825
July 30	15,392	21,728	37,120
Aug. 6	15,268	20,824	36,092

Aug. 13	20,562	17,404	37,966
Aug. 20	16,730	21,730	38,500
Aug. 27	17,904	22,321	40,225
Sept. 3	20,093	21,320	41,413
Sept. 10	18,547	22,473	41,020
Sept. 17	18,261	18,422	36,683
Sept. 24	17,838	17,044	34,882
Sept. 30	20,893	20,928	41,821
Oct. 7	14,384	22,511	36,895
Oct. 14	20,455	22,320	42,775
Oct. 21	16,740	14,024	30,764
Oct. 28	16,701	20,952	37,653
Nov. 4	16,029	20,439	36,468
Nov. 11	13,419	18,723	32,142
Nov. 18	11,218	21,720	32,938
Nov. 25	13,014	23,338	36,352
Dec. 2	16,227	15,527	31,754
Dec. 9	19,855	18,355	38,210
Dec. 16	18,641	18,022	36,663
Dec. 23	17,558	21,027	38,585
Dec. 30	16,724	16,343	33,067

The following tabulation shows the output of these districts by weeks in net tons for 1916:

Week	Upper Conn.	Greensburg	Total
Jan. 1	20,733	19,695	40,428
Jan. 8	19,372	18,340	37,712
Jan. 15	25,104	18,912	44,016
Jan. 22	19,408	19,028	38,436
Jan. 29	23,130	19,189	42,319
Feb. 5	23,711	10,368	34,079
Feb. 12	26,127	22,070	48,197
Feb. 19	23,431	19,002	42,433
Feb. 26	20,431	10,321	30,752
Mar. 5	26,002	18,184	44,186
Mar. 12	24,147	18,871	43,018
Mar. 19	22,784	20,471	43,255
Mar. 26	34,220	21,480	55,700
Apr. 2	29,300	18,128	47,428
Apr. 9	20,317	17,277	37,594
Apr. 16	18,519	20,710	39,229
Apr. 23	28,449	15,599	44,048
Apr. 30	20,121	15,857	35,978
May 7	18,547	16,267	34,814
May 14	17,770	15,388	33,158
May 21	22,287	17,076	39,363
May 28	21,955	18,970	40,925
June 4	22,370	17,044	39,414
June 11	23,927	17,258	41,185
June 18	17,000	15,581	32,581
June 25	21,481	17,787	39,268
July 2	18,312	17,787	36,099
July 9	17,880	16,794	34,674
July 16	18,190	18,416	36,606
July 23	22,591	17,730	40,321
July 30	19,107	18,022	37,129
Aug. 6	18,940	17,246	36,186
Aug. 13	16,252	21,413	37,665
Aug. 20	18,025	19,811	37,836
Aug. 27	22,365	18,022	40,387
Sept. 3	22,822	10,901	33,723
Sept. 10	22,305	16,025	38,330
Sept. 17	22,608	14,380	36,988
Sept. 24	20,714	20,710	41,424
Oct. 1	18,555	18,242	36,797
Oct. 8	18,463	16,151	34,614
Oct. 15	17,500	19,629	37,129
Oct. 22	16,543	22,243	38,786
Oct. 29	13,219	11,449	24,668
Nov. 5	24,653	12,939	37,592
Nov. 12	18,419	12,935	31,354
Nov. 19	17,392	12,936	30,328
Nov. 26	14,800	17,392	32,192
Dec. 3	16,829	13,865	30,694
Dec. 10	14,834	18,216	33,050
Dec. 17	17,392	21,392	38,784
Dec. 24	16,920	15,065	31,985
Dec. 31	16,109	16,558	32,667

## OUTPUT WAS 21,654,502 TONS

Continued from Page One.

caused a loss of 38,000 tons in production but it had the compensating advantage of helping to restore the demand. The close of the first quarter showed a total production of 5,600,000 tons, or at the rate of 22,500,000 tons annually, the highest in the history of the region.

The effect of the Easter holiday on production was felt well into May and it was not until the beginning of the second half that conditions became normal. The merchant operators were hopeful meantime of improvement but it came in the form of an increased demand for coal instead of coke, production of the latter having dropped to 404,000 tons in the second week of June. During the latter weeks of the month large requirements were made on the region for coke to tide over the shortage which has always followed the Fourth of July. The month closed producing at the rate of 424,000 tons per week, while first half of the year had recorded a total production of 17,113,000 tons, or practically the same rate as during the first quarter.

During the hot months of July and August the troubles incident to the growing indisposition of the men to make full time had the effect of further curtailing production, and for the first time during the year the weekly total dropped under the 400,000 tons mark. During these months the coke trade was subjected to the crucial test of releasing a large coke making capacity through the substitution of coal for new by-product oven plants, the operators of which had formerly been consumers of Connellsville coke. It withstood this test without serious inroads upon the total volume of business, by simply directing more attention to increased coal production and less to coke making.

Preceding September 1st the fear of a railroad tieup over the 8-hour demand caused the furnaces to make larger requirements for coke. This boosted coke production for a few weeks at the expense of coal shipments but the total tonnage, including coal and coke, showed considerable increase. The partial observance of Labor Day cut production about 5%, but that was fully made up in coke. After the middle of September the demand for both coal and coke became much greater. Production of coke began to get back to its average weekly total, but a more acute labor shortage prevented it going much above 400,000 tons.

While the month of October produced more coke than September it was done under even more satisfactory labor conditions than prevailed during the earlier months. November opened with relatively the same conditions that prevailed during October so far as labor and car supply were concerned, but in the latter half the insufficiency of car supply produced even more disastrous effects on the coke trade than the inefficiency of the workmen had done at any previous time during the year. Beginning with the week of November 18th the irregularities in the car supply and service became pronounced and from that period until the close of the year these factors have completely dominated the situation in so far as relate to production and shipment of coke. The degree to which car supply affected production is well illustrated by the production records of the two weeks immediately preceding Christmas. These registered a loss of almost 100,000 tons from the first week of the month, bringing the weekly total down to 323,000 tons, the lowest of the year.

There is the one exception, however, when the railroads serving the coke region can be relieved of much of the blame attaching to reduced production. The festivities of the Christmas holiday season were participated in by the coke workers with such fidelity to custom that the closing week of the year, like all that have preceded it in the history of the Connellsville region, made only a light run.

## CAR SUPPLY.

It has been only at rare intervals, during the more recent years, that the Connellsville coke region has suffered severely from an inadequate car supply. The railroads serving the region provided ample equipment some years ago to handle this traffic which, under all ordinary conditions of general freight movement, has been ample to move the product of the region. The past year has not been a normal year in the transportation business, taking the country at large, and the Connellsville region has felt the effects of this departure from the orderly course. Car shortages have occurred several times during the past year and during previous years, but none have been of long duration or such acuteness as that which marked the closing month of the year. The opening of the year inherited traffic troubles from the latter quarter of 1915 which had their origin in the unprecedented congestion of freight at the Atlantic seaports, which had in turn resulted in similar congestions at the distributing centers in the interior. The railroads were short of motive power, which hampered car movement, and a succession of embargoes added further to the difficulties of the situation.

It was not until about the middle of January that the Connellsville region began to experience serious car shortages. The supply suddenly dropped to 60 or 70% of the daily requirements and to this was added very slow movement between ovens and furnaces. The consumers became so apprehensive that they ordered duplicate shipments of coke to be made as a preparatory measure against a possible bank of their furnaces for lack of coke. With better clearing up of freight yards car movement was facilitated and by the first of February the supply came back to normal. The improvement was short-lived, however, the second week of the month registering only 60% distribution, with no promise of relief in sight. The promise would not have kept had it been made for during the last weeks of the month the supply dropped to 40% and on one notable day was as low as 10%.

March was ushered in with an improvement but the situation yet remained serious enough to cause the operators a little worry. The Eastern embargoes were made tighter cutting off every avenue of entry into the New England and other Atlantic coast states. The Connellsville operators had had a good trade in this territory but they could not serve it. The plight of the Connellsville operators proved a boon to the by-product producers of the east and the price of their product rose to \$14.00 and the demand was in excess of their productive capacity. The partial lifting of embargoes about the middle of March allowed Connellsville coke to reach the east by very round about routes, but it got there.

The car supply continued to improve during the latter part of March and by April 1st it had been restored to 100%. During both April and May the supply kept up well and was at all times ample for the needs of the region. With a decided increase in the demand for coal from the Connellsville region, which set in about June 1st, a shortage began to be noticeable in coal cars. Coke cars were plentiful meantime. The strike of the Pittsburgh district miners having sent by-product coal buyers into the Connellsville region in large numbers and with big orders, the interest of the producers was centered in coal shipments, hence the demand for coal cars suddenly became much greater. These railroads could not supply as needed but sufficient were available to make coal shipments an important item in the business of the region. The spurt in the coal business continued into July, but all the while little or no difficulty was experienced in securing the full allotment of coke cars.

The first week of August marked a change when the supply dropped to 70%. Just at this time the Pennsylvania railroad suspended its 18-hour coke train service to the Valley furnaces which had the effect of slowing down the return movement of empties, and producing a shortage. This lasted but two days after which the supply rose to 100%, but the deliveries at the ovens plants were not made according to the former schedule as to time. August and September moved along without pronounced shortages at least none than were sufficient to cause a serious curtailment in coke production.

In the early weeks of October there began to appear signs of less satisfactory conditions with respect to car supply. The general merchandise movement throughout the country was assuming prodigious proportions. Freight terminals began to be crowded and the train movements hampered by insufficient motive power. That the Connellsville region could escape paying a penalty under these country-wide conditions was not to be expected, hence by October 10th the cars available for coke traffic had fallen off as much as 50% on some days with but slightly better apportionments on other days.

As the season advanced, and general freight business grew in volume instead of lessening, the car service of the region suffered more acutely. It soon became the factor of most significant importance not only to the coke producer but also to the consumer. Coke production was reduced, but never below the capacity of cars at hand to move it. During November there were periods of slight improvement and there were also periods when there was the opposite of improvement. Meantime there was added to the car shortage trouble a second which had the effect of restricting coke production. On account of the slow return movement of empties to the distributing points they were in turn late in arriving at the coke yards for loading. This necessitated holding the ovens over for late drawing, sometimes until the next day, for the coke drawers had their own ideas about when

they would draw after having come to work at the regular time and finding no cars ready for loading.

The early weeks of December showed about the same average car supply as November but in the two weeks preceding Christmas the most pronounced shortage of the year developed. The advent of winter on December 12th was like supplying the brakes to a moving train. Car supply dropped as low as 48% and ranged between 65% and 70%. In the succeeding week the average was even lower.

## THE BY-PRODUCT BUGABOO.

Sometime prior to the advent of the year 1916 considerable speculation was indulged in coke circles as to the probable effect upon the trade of the Connellsville region of the completion of a number of large by-product oven installations then in the course of erection. Some merchant operators, in the then somewhat inactive market for the Connellsville product, became somewhat apprehensive of the result. When later the by-product operators began to come into the Connellsville region as buyers of its incomparable coal, a more cheerful feeling became manifest. Shortly after the first of the year a number of the merchant operators began to engage more extensively in coal production in which they were limited less by opportunities for its sale than they were in its production by labor conditions.

As the coal trade grew slowly in volume, and maintained a steady weekly average output, the operators were quick to realize that the fears they had entertained were largely unfounded. They ceased to worry over the actual or prospective loss of demand for coke, resulting or to result from the operation of the by-product ovens, when they saw the new opportunities in furnishing a large part of the coal for the by-product ovens. The starting of new by-product plants would tend to the abandonment of the emergency and old plants. Their closing would not, however, be a calamity to the Connellsville region since a large part of the coal needed for raw material by the by-product producers would come from the Connellsville region and its mining would employ at least 90% of the labor previously engaged in beehive coke making.

During the year there was greater development in the by-product industry than in any similar period in the history of the trade. In the early summer work was commenced on the first units of the Clinton Coke Company's plant at Donora. This is a subsidiary of the United States Steel Corporation and its plant is designed to form, when completed, the largest installation of the kind in the world. It will have an ultimate daily coal capacity of 25,000 tons, producing 475 cars or approximately 16,750 tons of coke per day. Coal for this plant will come largely from mines of the H. C. Frick Coke Company in the Lower Connellsville Region. Contracts were awarded some months ago for 79 steel barges and two high power tow boats for transporting this coal to Clairton.

That the Connellsville region was able to withstand the effects of increased by-product production was well illustrated early in June when the additional units of the Lehigh Coke Company, a Bethlehem Steel Corporation subsidiary, were put in operation. With a capacity in excess of operation actually entered the merchant coke market as a competitor of the Connellsville region. No disastrous consequences followed to the merchant interests of the region, but the Bethlehem Steel Corporation found by July 1st that it was short of coke and had to come into the Connellsville region as a buyer.

In August the Youngstown Steel & Tube Company having completed its by-product plant, withdrew the market for 64,000 tons of coke from the Connellsville region, but the trade absorbed it as quickly as it had absorbed the 30,000 tons taken out of the trade in July when new by-product ovens in Toledo and Reading were fired up.

With the constantly increasing prices for all classes of material and the shortage of labor, especially in some skilled lines, a number of the by-product installations projected earlier in the year are being held in abeyance. Among these are the plants of the Carnegie Steel Company at Youngstown and the Union By-Product Coke Company, a subsidiary of the Union Furnace Company at Buffalo.

On the whole the by-product bugaboo, as it earlier appeared to the merchant coke operators, has about done its worst. It is admitted that Connellsville beehive coke may have reached the peak of production during the year 1916, but the Connellsville region and its extension into Greene county has before it a long life of usefulness as the producer of the standard metallurgical fuel, while at the same time it will be positioned to furnish all the coal the by-product makers need to produce the highest grade of coke by that process.

## THE COAL TRADE.

Ever since the making of by-product coke by consumers who were formerly supplied from the Connellsville region began its development, more or less coal has been shipped to these plants. So long as these shipments were sent out from ovens operated by the consuming interests, the coal movement attracted comparatively little attention. When consumers who owned no Connellsville coke began to build by-product ovens they naturally came to the same source of supply for the raw material as had previously produced the manufactured article in the form of coke. This brought inquiries for coal to the merchant coke operators and seeing the possibilities in that direction they were prompt to seize upon them.

By the middle of January or the first of February quite a number of merchant operators were giving considerable attention to coal production. It was not until the Pittsburgh strike sent the large buyers like Jones & Laughlin and others into the Connellsville region for coal, that interest in this branch of the fueling industry became more or less general throughout

the region. By June 1st upwards of 35,000 tons per day had been added to the regular coal shipments from the region. Increasing demand as the strike continued stiffened the